

2003 HIGHWAY NEEDS REPORT

HIGHWAY PERFORMANCE MONITORING SYSTEM ANALYTICAL PROCESS -- 2002 DATA

DISTRICT 3 RURAL/URBAN

Prepared by:
Idaho Transportation Department
Division of Planning
January, 2003



**DEFINITIONS OF TERMS USED IN THE ANNUAL REPORT
OF THE HIGHWAY PERFORMANCE MONITORING SYSTEM –
ANALYTICAL PROCESS**

**Prepared by the Planning Services Section
of the Idaho Transportation Department
January, 2003**

DEFINITION OF TERMS

GLOSSARY OF TERMS FOR CURRENT CONDITION

ADT(Current): average daily traffic for most recent reported year.

ADT(Future): estimated 20-year future average daily traffic. Results obtained by using per-year growth percentages supplied by the Traffic Survey & Analysis Unit.

Average Number Of 5-Year Accidents: average annual accidents over a 5-year period as recorded on the Accident Records Database for the most recent reported year.

Crack Index: qualitative rating of the type and degree of pavement cracking determined from the yearly crack review conducted by the Pavement Management Engineer. The rating scale is from 0 (very poor) to 5 (very good).

Final Index: qualitative rating to rank pavements by a single index. It is the weighted average of the crack and roughness indices. The rating scale is from 0 (very poor) to 5 (very good).

Number Of Lanes: Existing number of through traffic lanes.

Pavement Improvement: the last recorded pavement improvement that occurred on this section (information provided by Idaho's Pavement Management System).

NW CONS/RCN FLX (New Construction or Reconstruction -- Flexible Pavement)

BIT SURF TRMNT (Bituminous Surface Treatment -- Nominal .8 in.)

PLNT MIX OVLAY (Plant Mix Overlay)

ROAD MIX OVLAY (Road Mix Overlay)

NW CONS/RCN CON (New Construction or Reconstruction -- Concrete Pavement)

BASE WRK & RESURF (Base Work and Resurface)

REHAB & RESURF (Rehabilitation and Resurface)

RESURFACE FLEX (Resurfacing Flexible Pavement)

MILL AND INLAY

RESURFACE CONC (Resurfacing Concrete Pavement)

PAVMT XTNG GRVL (Pavement on Existing Gravel)

MILL INLAY&OVER (Mill Inlay and Overlay)

PLANT MIX SEAL

OPN GRD FRX CRS (Open Graded Friction Course)

RUT FILLING &SS (Rut Filling -- Slurry Seals & Micro Surfacing)

GRD&JT SEAL CON (Grind and Joint Seal -- Concrete Pavement)

SLAB REPL CONC (Slab Replacement -- Concrete Pavement)

CRACK SLNG CONC (Crack Sealing Concrete)

REHAB CONCRETE (Concrete Rehab -- Grind, Seal Joints, Slab Replacement @2%)

HOT IN PL RECYC (Hot In-place Recycle)

COLD IN PL RECY (Cold In-place Recycle)

HOT IN PL W/OV (Hot In-place Recycle with Overlay)

COLD IN PL W/OV (Cold In-place Recycle with Overlay)
C.R.A.B.S. (Cement Recycled Asphalt Base Stabilization)
NO INFO-B+S < 7 (No Direct Info -- Base + Surface) < 7 in.)
NO INFO-B+S > 7 (No Direct Info -- Base + Surface) > 7 in.)
LEVELING COURSE

Pavement Improvement Year: the year the aforementioned improvement was completed.

Percent Trucks: peak percent trucks as a percentage of ADT prevalent on the section.

Railroad Crossings: Whether or not the highway section has railroad crossings.

Roughness Index: qualitative rating of the pavement roughness as measured by the Pavetech laser profiler. The rating scale is from 0 (very poor) to 5 (very good).

Seal Coat Year: the year of the last seal coat that occurred on the section.

Section Length: length in miles as calculated from the beginning to end of the section.

Shoulder Material Type: predominant type of shoulder as follows:

NONE
SURFACED WITH BITUMINOUS MATERIAL
SURFACED WITH PORTLAND CEMENT CONCRETE
SURFACED WITH TIED PORTLAND CEMENT CONCRETE
STABILIZED GRAVEL
COMBINATION: PART SURFACED AND EITHER GRAVEL OR EARTH
EARTH

Shoulder Width: width of the shoulder as measured from the edge of the fog line to the edge of the surfaced or gravel/earth shoulder; or in the absence of a fog line, the edge of a 12-foot lane to the edge of the surfaced or gravel/earth shoulder.

S/N or D: this is the Structure Number for asphalt pavement or the depth of the surface if concrete.

Structures: Whether or not the highway section has structures of at least 20 feet in length.

Surface Width: Width of the surfaced road excluding paved shoulders.

Surface Material Type: type of surface existing on the section as follows:

HIGH FLEX (PLANT MIX ASPHALT)
BITUMINOUS SURFACE TREATMENT
HIGH RIGID; PLAIN JOINTED
HIGH RIGID; REINFORCED JOINTED
HIGH RIGID; CONTINUOUSLY REINFORCED

Terrain Type (Rural report only): Type of terrain prevalent on the highway section. (Flat, Rolling, or Mountainous)

Type of Development (Rural report only): Describes the rural environment of the road. (Dense or Rural)

Urban Area (Urban report only): City in which section is located (population 1000 or greater).

Urban Location (Urban report only): Describes the urban environment of the roadway. (Central Bus. Dist, Fringe, Outlying Bus. Dist, Residential, Rural in Character)

Volume/Capacity Ratio: This is the volume/capacity ratio as calculated by the 1994 Highway Capacity Manual.

Widening Feasible?: is a description of how many lanes the road could be reasonably widened. In this consideration, the only things that make widening not feasible are things like businesses within a town or city or some major geographical obstruction such as a mountain or river.

GLOSSARY OF TERMS FOR HIGHWAY IMPROVEMENTS

Type Of Improvement: type of improvement determined by the Highway Performance Monitoring System-Analytical Process.

System Deficiencies: deficiencies identified by the Highway Performance Monitoring System-Analytical Process. The model uses these deficiencies to determine type of improvement. The deficiencies that can trigger an improvement are as follow:

VOLUME/CAPACITY

NUMBER OF LANES

HORIZ ALIGNMENT

LANE WIDTH

SHOULDER WIDTH-R (right shoulder width)

SURFACE TYPE

SHOULDER TYPE

PSR < RESRF-PSR (pavement condition implies the need to resurface -- PSR in this case is Cracking Index)

VERT ALIGNMENT

PSR < RECON-PSR (pavement condition implies the need to reconstruct)

Year Of Improvement: year for the improvement determined by the Highway Performance Monitoring System-Analytical Process.

Cost Of Improvement: cost of the improvement determined by the Highway Performance Monitoring System-Analytical Process.

Access Control(Future): type of access control determined by the Highway Performance Monitoring System-Analytical Process for the type of improvement.

Number Of Lanes(Future): number of lanes determined by the Highway Performance Monitoring System-Analytical Process for the type of improvement.

GLOSSARY OF TERMS FOR HIGHWAY DEVELOPMENT PROGRAMMED PROJECTS

Cost Of Project: cost of the improvement determined by the Idaho Transportation Department Board.

Key Number: the programmed project's key number determined by Highway Programming Section.

Programmed Year: year for the improvement determined by the Idaho Transportation Department Board.

Project Milepoints: the extent of the programmed project. The project can extend into multiple analysis sections.

Type Of Improvement: type of improvement the programmed project is to perform.

RECONST/ALIGN (reconstruction and/or re-alignment)

3R (minor rehabilitation)

MJR WDN (major widening)

GRADE SEPARATION

MINOR WID/RESURF

PAVEMENT REHAB

RELOCATION

NEW RT (new route)

GLOSSARY OF TERMS FOR STRUCTURE IMPROVEMENTS

Bridge Key: a unique bridge identifier used by the Bridge Inspection Section to identify specific bridges.

Features: what the bridge spans.

Square Footage: the area of the current bridge deck.

Programmed Year: fiscal year for an already existing Idaho Transportation Department Board-Approved project.

Sufficiency Rating: the overall rating of the bridge's condition. Sufficiency ratings are measured from 0 (very poor) to 100 (excellent).

Weight Restriction: a bridge that is classified as red (posted), or yellow as defined by the route capacity map.

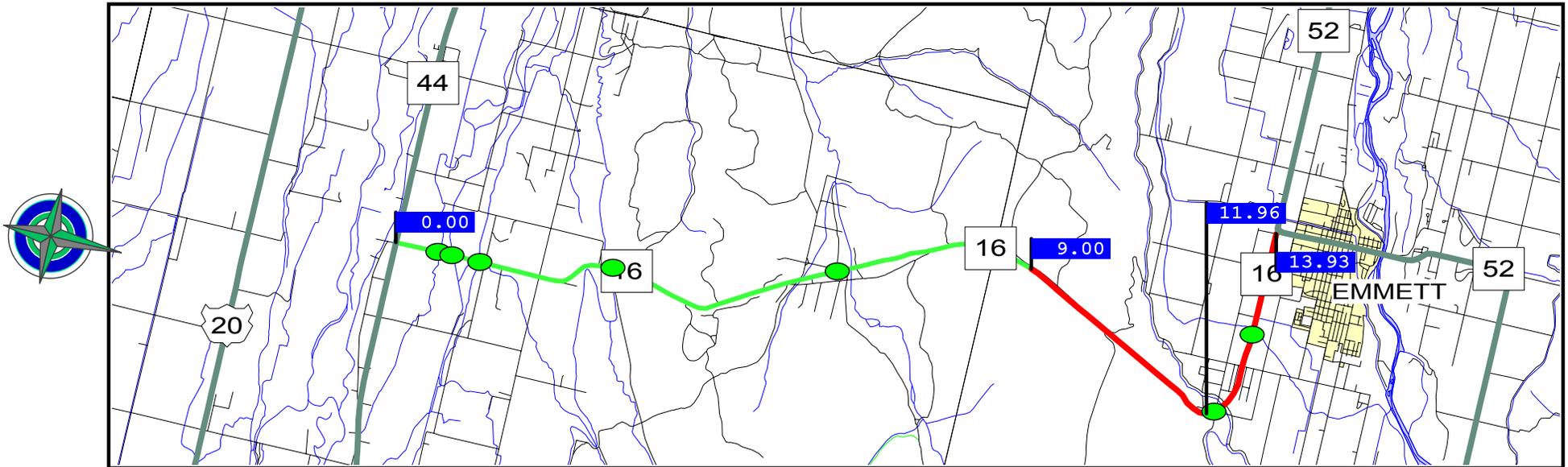
Width Restriction: a curb-to-curb width of 24 feet or less.

Height Restriction: a truss that has a vertical clearance of less than 16 feet.

Structurally Deficient: the deck superstructure or substructure is in poor condition.

Functionally Obsolete: the bridge is designed to standards that are now obsolete.

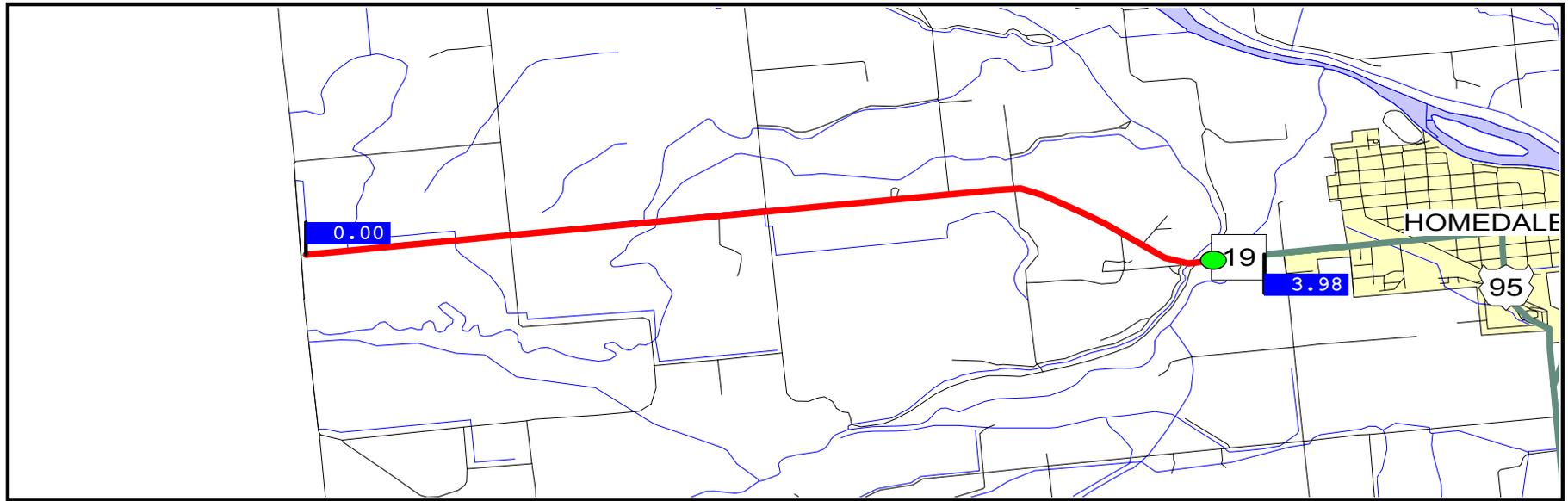
RURAL



RURAL

MILEPOSTS	0.00 - 9.00	9.00 - 11.96	11.96 - 13.93
COUNTY	ADA	GEM	GEM
HIGHWAY DISTRICT #	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	NO	NO
STRUCTURES	YES	NO	YES
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL
SECTION LENGTH	9.000	2.960	1.967
NUM OF LANES (EXISTING)	2	2	2
LANES			
WIDTH	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	5	5	5
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--
ADT (CURRENT)	8,166	7,200	7,152
ADT (FUTURE) -- 20 YEAR	10,891	9,602	9,557
ACCESS CONTROL (CURRENT)	NO CONTROL	PARTIAL CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	C.R.A.B.S.	C.R.A.B.S.
YEAR OF IMPROVEMENT	1995	1999	1999
SEAL COAT YEAR	1990	1999	1999
S/N OR D	3.7	3.0	3.0
PERCENT TRUCKS--PEAK	5	5	6
V/C RATIO	0.42	0.37	0.31
CRACK/ROUGH/FINAL INDEX	4.3/3.5/3.9	5.0/3.3/4.2	5.0/3.3/4.2

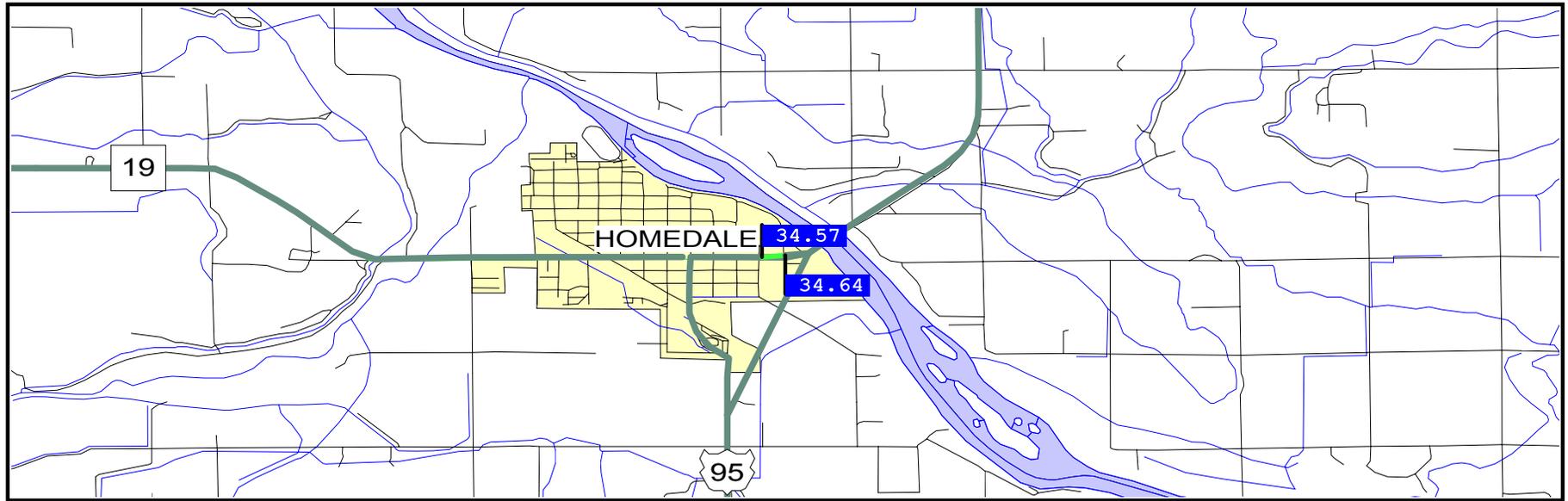
TYPE OF IMPROVEMENT	RESURF W/SHLDR IMPROVE & ALIGN 2011	RESURFACE WITH SHLD IMPROVMENT 2011
YEAR OF IMPROVEMENT		
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	VERT ALIGNMENT	SHLD WIDTH-R
SYSTEM DEFICIENCY:	SHLD WIDTH-R	
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$154,000	\$12,000
FOR CONSTRUCTION	\$1,883,000	\$626,000
TOTAL	\$2,037,000	\$638,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2



RURAL

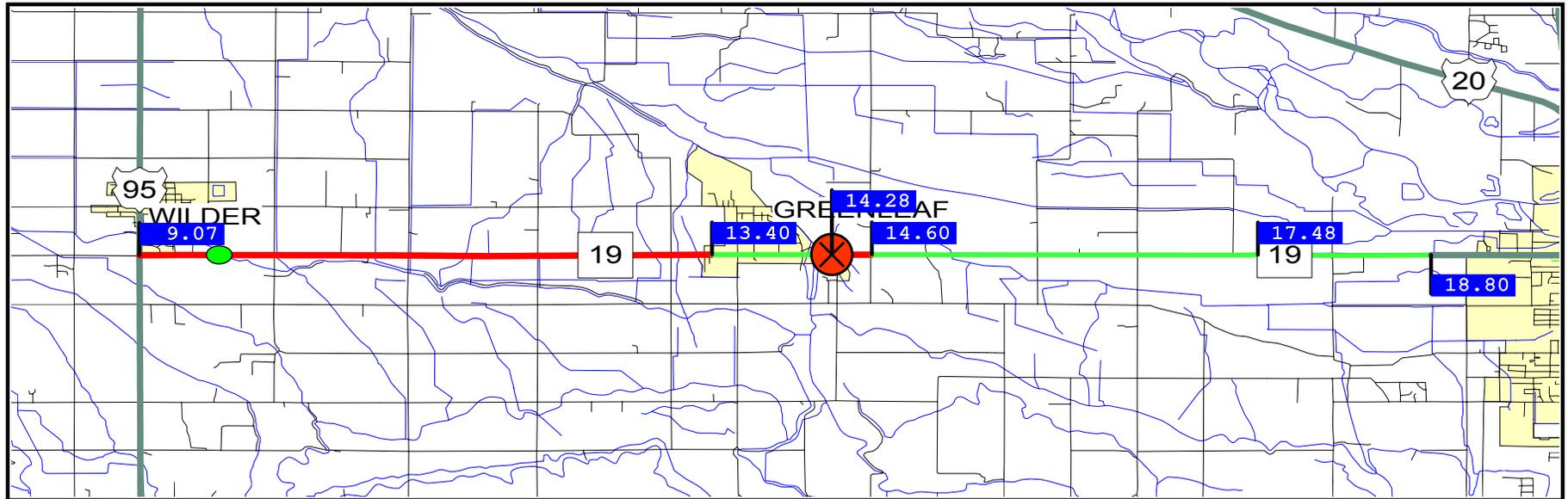
MILEPOSTS	0.00 - 3.98
COUNTY	OWYHEE
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	YES
TERRAIN TYPE	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	3.976
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	22
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	2
MATERIAL TYPE	STABILIZED
MEDIAN WIDTH	--
ADT (CURRENT)	991
ADT (FUTURE) -- 20 YEAR	1,324
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	PAVMT XTING GRVL
YEAR OF IMPROVEMENT	1941
SEAL COAT YEAR	1993
S/N OR D	1.7
PERCENT TRUCKS--PEAK	6
V/C RATIO	0.07
CRACK/ROUGH/FINAL INDEX	5.0/3.2/4.3

TYPE OF IMPROVEMENT	MINOR-WIDENING
YEAR OF IMPROVEMENT	2004
SYSTEM DEFICIENCY:	LANE WIDTH
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$80,000
FOR CONSTRUCTION	\$946,000
TOTAL	\$1,026,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2



RURAL

MILEPOSTS	34.57 - 34.64
COUNTY	OWYHEE
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.066
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	3
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	2,600
ADT (FUTURE) -- 20 YEAR	3,759
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NO INFORMATION
YEAR OF IMPROVEMENT	0000
SEAL COAT YEAR	----
S/N OR D	2.5
PERCENT TRUCKS--PEAK	5
V/C RATIO	0.12
CRACK/ROUGH/FINAL INDEX	5.0/1.9/3.8



MILEPOSTS	9.07 - 13.40	13.40 - 14.28	14.28 - 14.60	14.60 - 17.48	17.48 - 18.80
COUNTY	CANYON	CANYON	CANYON	CANYON	CANYON
HIGHWAY DISTRICT #	3	3	3	3	3
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	OTHER PRIN ART
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NHS
RR-XINGS	NO	YES	NO	NO	NO
STRUCTURES	YES	NO	NO	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	4.330	0.880	0.320	2.881	1.314
NUM OF LANES (EXISTING)	2	2	4	4	4
LANES					
WIDTH	24	24	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	MIXED BITUMINOUS	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER					
WIDTH	8	0	2	5	0
MATERIAL TYPE	COMBINATION	CURBED	BITUMINOUS	BITUMINOUS	CURBED
MEDIAN WIDTH	--	--	--	--	--
ADT (CURRENT)	3,482	4,295	7,201	7,500	8,467
ADT (FUTURE) -- 20 YEAR	4,662	5,728	9,585	10,042	11,381
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1992	1967	1994	1994	1982
SEAL COAT YEAR	----	----	----	1983	1983
S/N OR D	2.8	3.6	2.7	3.9	5.6
PERCENT TRUCKS--PEAK	7	5	4	7	9
V/C RATIO	0.15	0.21	0.13	0.13	0.15
CRACK/ROUGH/FINAL INDEX	5.0/3.6/4.4	5.0/3.6/4.4	5.0/3.0/4.1	5.0/3.9/4.5	4.5/3.5/4.0

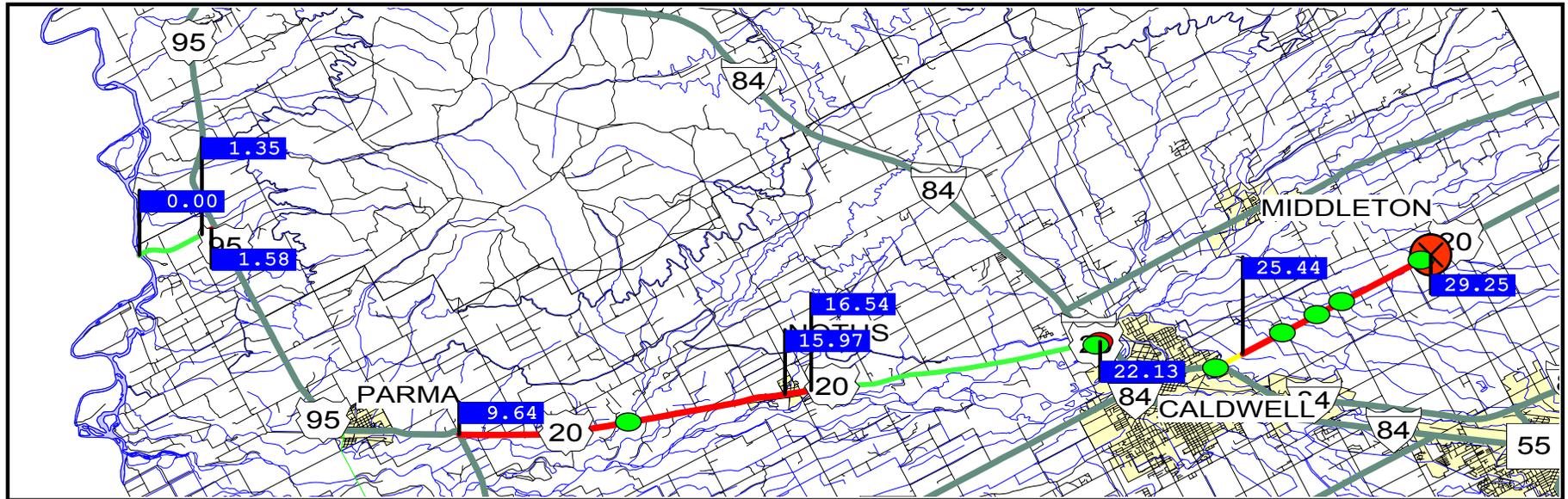
RURAL

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2013	2012
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$3,000
FOR CONSTRUCTION	\$624,000	\$172,000
TOTAL	\$624,000	\$175,000
ACCESS CONTROL (FUTURE)	NO CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	2	4

RR CROSSING NUMBER	819698A
TOTAL THROUGH TRAINS	4
TOT SWITCHING TRAINS	0
SPEED RANGE	5 TO 25
CROSSING SURFACE TYPE	SECTION TIMBER
TYPES OF CONTROLS	
FLASHING LIGHTS	4
CANT OVER ROAD	2
MAST MOUNTED	2
GATES	0
SIGNS	3
REFLECT. XBUCKS	3
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	1
SPEED SELECTION	NO

R R C R O S S I N G I M P R O V E M E N T

TYPE OF IMPROVEMENT	LIGHTS/GATES
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	LIGHTS/GATES
COST OF IMPROVEMENT	
COST CONTROL	\$250,000
SURFACE	\$50,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$300,000
ADMINISTRATIVE	\$15,000
TOI CROSSING SURFACE	CONCRETE SLAB



RURAL

MILEPOSTS	0.00 - 1.35	1.35 - 1.58	9.64 - 15.97	15.97 - 16.54	16.54 - 22.13	25.44 - 29.25
COUNTY	CANYON	CANYON	CANYON	CANYON	CANYON	CANYON
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	OTHER PRIN ART
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	YES
STRUCTURES	NO	NO	YES	NO	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.350	0.228	6.328	0.568	5.593	3.813
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	2	2	8	0	5	10
MATERIAL TYPE	COMBINATION	COMBINATION	BITUMINOUS	CURBED	BITUMINOUS	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	3,673	3,400	3,585	4,000	4,944	6,830
ADT (FUTURE) -- 20 YEAR	4,937	4,579	4,791	5,345	6,594	9,855
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	>= 3 LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	C.R.A.B.S.	ROAD MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1999	1948	1961	1961	1992	1995
SEAL COAT YEAR	1999	1984	1988	1988	1988	1998
S/N OR D	3.8	2.5	2.3	2.3	4.5	3.5
PERCENT TRUCKS--PEAK	9	10	6	6	5	4
V/C RATIO	0.18	0.17	0.17	0.21	0.22	0.29
CRACK/ROUGH/FINAL INDEX	4.8/3.2/4.1	5.0/3.1/4.1	2.0/3.2/2.5	2.4/3.1/2.7	4.5/3.5/4.1	4.1/3.6/3.9

TYPE OF IMPROVEMENT	RESURFACE WITH	RESURFACE	RESURFACE	RESURFACE WITH
	SHLD IMPROVMENT			SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2012	2003	2004	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R			SHOULDER TYPE
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$1,000	\$0	\$0	\$23,000
FOR CONSTRUCTION	\$61,000	\$911,000	\$82,000	\$1,213,000
TOTAL	\$62,000	\$911,000	\$82,000	\$1,236,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2

S T R U C T U R E I M P R O V E M E N T S

STRUCTURE REPLACEMENTS

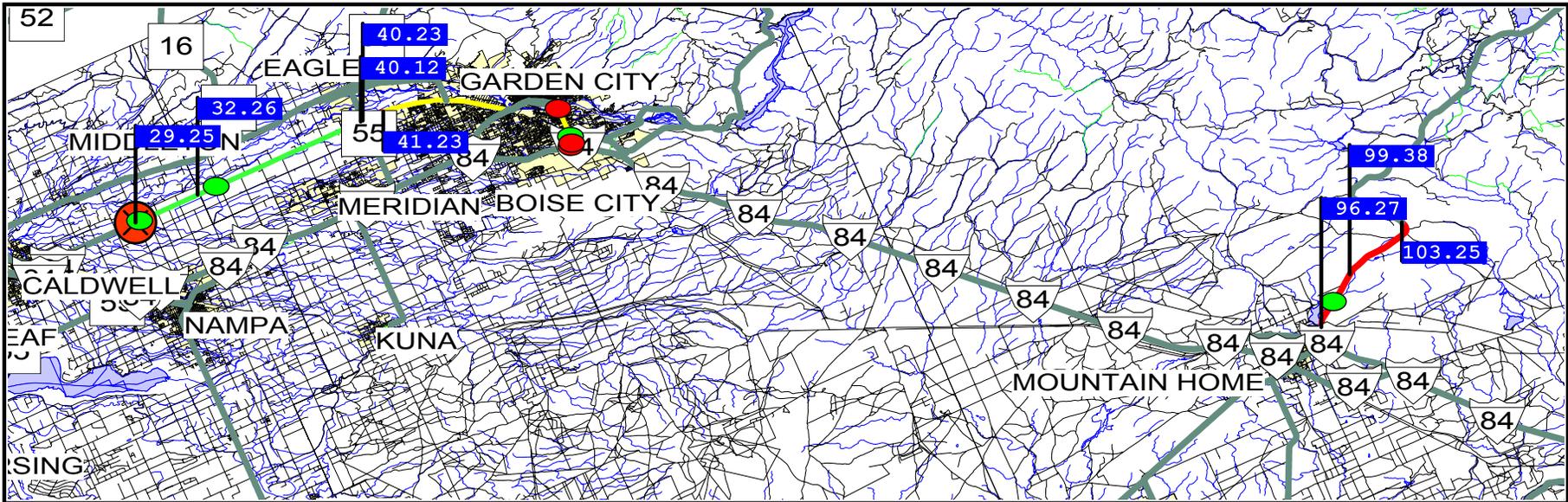
BRIDGE KEY	12220
FEATURES	I 84 EBL-WBL;P
MILEPOST	22.06
SQUARE FOOTAGE	6614
PROGRAMMED YEAR	2002
SUFFICIENCY RATING	47.4
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICIENT

RR CROSSING NUMBER	818681T
TOTAL THROUGH TRAINS	2
TOT SWITCHING TRAINS	0
SPEED RANGE	3 TO 40
CROSSING SURFACE TYPE	ASPHALT
TYPES OF CONTROLS	
FLASHING LIGHTS	2
MAST MOUNTED	2
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	0
SPEED SELECTION	NO

R R C R O S S I N G I M P R O V E M E N T

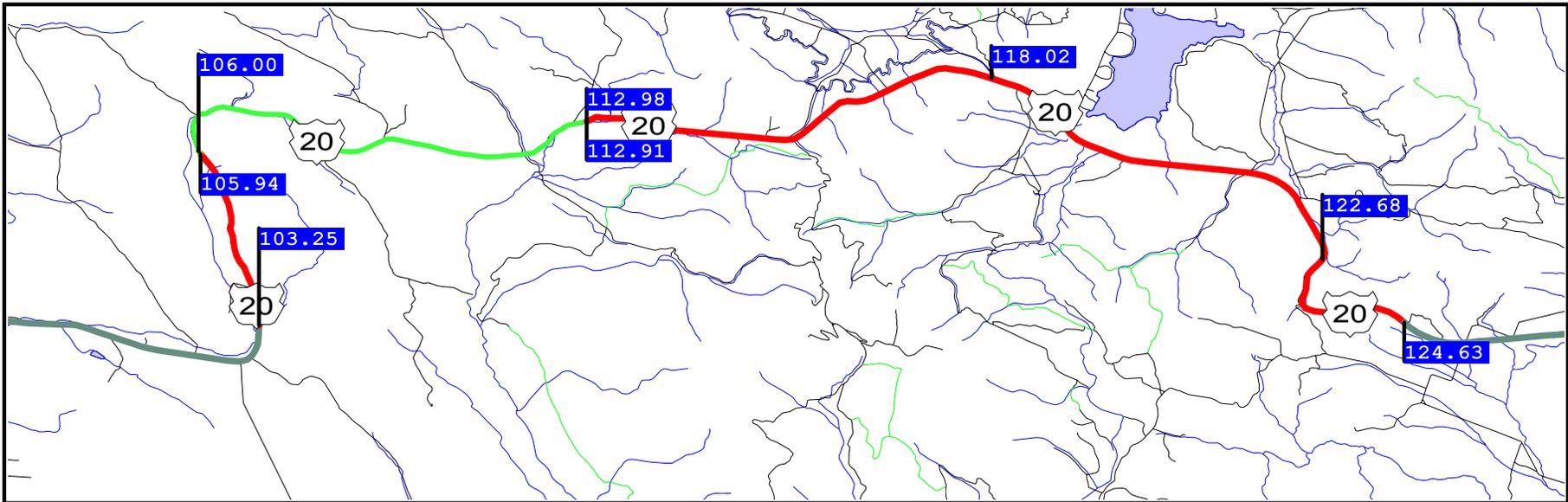
TYPE OF IMPROVEMENT	LIGHTS/GATES
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	LIGHTS/GATES
COST OF IMPROVEMENT	
COST CONTROL	\$250,000
SURFACE	\$60,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$310,000
ADMINISTRATIVE	\$15,500
TOI CROSSING SURFACE	RUBBER

RURAL



MILEPOSTS	29.25 - 32.26	32.26 - 40.12	40.12 - 40.23	40.23 - 41.23	96.27 - 99.38	99.38 - 103.25
COUNTY	CANYON	ADA	ADA	ADA	ELMORE	ELMORE
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	YES	NO	NO	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	3.008	7.856	0.113	1.001	3.108	3.874
NUM OF LANES (EXISTING)	2	2	4	2	2	2
LANES						
WIDTH	24	24	48	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	8	8	0	4	2	2
MATERIAL TYPE	COMBINATION	BITUMINOUS	CURBED	COMBINATION	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	6,768	9,903	16,000	21,000	1,900	1,865
ADT (FUTURE) -- 20 YEAR	9,765	14,317	23,176	30,300	2,785	2,734
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1995	1995	1956	1956	1993	1993
SEAL COAT YEAR	1998	1998	1980	1980	1963	1963
S/N OR D	3.4	5.3	2.4	2.4	3.7	3.7
PERCENT TRUCKS--PEAK	4	5	5	4	9	9
V/C RATIO	0.29	0.42	0.28	0.93	0.21	0.20
CRACK/ROUGH/FINAL INDEX	5.0/3.5/4.3	4.7/3.6/4.2	2.0/1.9/2.0	3.0/2.8/2.9	2.8/3.7/3.2	3.3/3.7/3.5

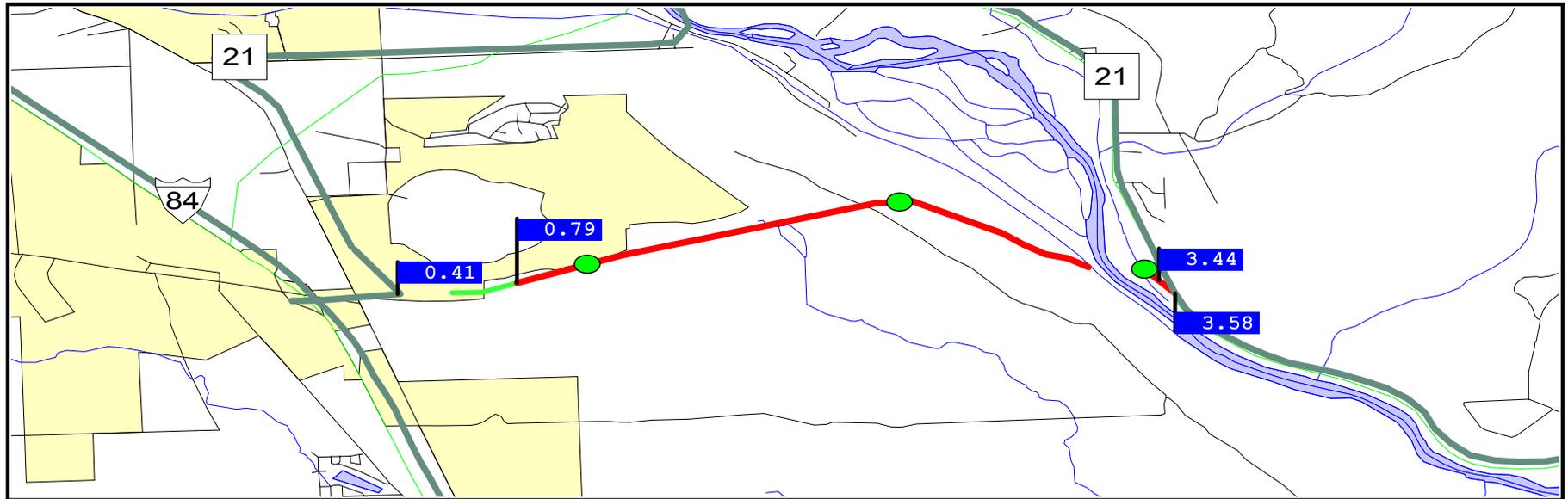
TYPE OF IMPROVEMENT	RESURFACE	RECONST-FREEWAY	RESURFACE WITH	RESURFACE WITH
	2003	2003	SHLD IMPROVMENT	SHLD IMPROVMENT
YEAR OF IMPROVEMENT			2005	2009
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	VOLUME/CAPACITY	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		NUMBER OF LANES	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$0	\$188,000	\$31,000	\$39,000
FOR CONSTRUCTION	\$36,000	\$1,910,000	\$1,051,000	\$1,309,000
TOTAL	\$36,000	\$2,098,000	\$1,082,000	\$1,348,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	FULL CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	4	4	2	2



RURAL

MILEPOSTS	103.25 - 105.94	106.00 - 112.91	112.98 - 118.02	118.02 - 122.68	122.68 - 124.63
COUNTY	ELMORE	ELMORE	ELMORE	ELMORE	ELMORE
HIGHWAY DISTRICT #	3	3	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	2.690	6.910	5.039	4.661	1.954
NUM OF LANES (EXISTING)	2	2	2	2	2
LANES					
WIDTH	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER					
WIDTH	5	5	2	2	2
MATERIAL TYPE	COMBINATION	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--
ADT (CURRENT)	1,800	1,711	1,586	1,599	1,600
ADT (FUTURE) -- 20 YEAR	2,643	2,513	2,338	2,348	2,336
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1980	1998	1976	1976	1973
SEAL COAT YEAR	1989	1989	1989	----	1999
S/N OR D	2.1	6.2	4.2	3.2	2.9
PERCENT TRUCKS--PEAK	9	10	11	9	8
V/C RATIO	0.19	0.18	0.17	0.17	0.22
CRACK/ROUGH/FINAL INDEX	2.4/3.0/2.7	4.8/3.7/4.3	2.1/2.8/2.4	2.0/2.6/2.3	2.0/2.7/2.3

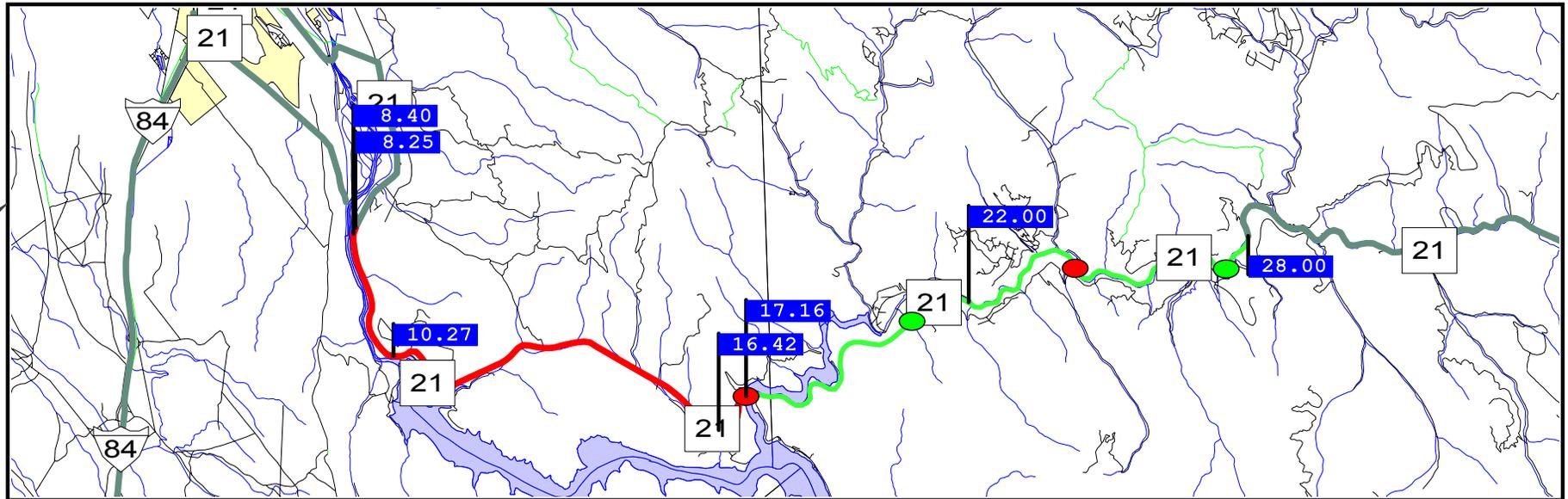
TYPE OF IMPROVEMENT	RESURF W/SHLDR IMPROVE & ALIGN 2003	RESURF W/SHLDR IMPROVE & ALIGN 2003	RESURFACE WITH SHLD IMPROVMENT 2003	RESURF W/SHLDR IMPROVE & ALIGN 2003
YEAR OF IMPROVEMENT	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	VERT ALIGNMENT	HORIZ ALIGNMENT	SHLD WIDTH-R	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:	SHLD WIDTH-R	VERT ALIGNMENT		VERT ALIGNMENT
SYSTEM DEFICIENCY:		SHLD WIDTH-R		SHLD WIDTH-R
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$140,000	\$262,000	\$47,000	\$109,000
FOR CONSTRUCTION	\$1,711,000	\$3,205,000	\$1,575,000	\$1,462,000
TOTAL	\$1,851,000	\$3,467,000	\$1,622,000	\$1,571,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2



RURAL

MILEPOSTS	0.41 - 0.79	0.79 - 3.44	3.44 - 3.58
COUNTY	ADA	ADA	ADA
HIGHWAY DISTRICT #	3	3	3
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	YES	NO
TERRAIN TYPE	RURAL-ROLLING	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	DENSE	RURAL	RURAL
SECTION LENGTH	0.378	2.652	0.140
NUM OF LANES (EXISTING)	4	2	2
LANES			
WIDTH	48	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	12	6	4
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--
ADT (CURRENT)	13,000	4,700	4,700
ADT (FUTURE) -- 20 YEAR	17,303	6,256	6,256
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NO INFORMATION	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	0000	1996	1996
SEAL COAT YEAR	----	----	----
S/N OR D	3.7	3.9	3.9
PERCENT TRUCKS--PEAK	5	4	4
V/C RATIO	0.30	0.27	0.28
CRACK/ROUGH/FINAL INDEX	4.5/2.9/3.8	4.0/3.4/3.7	4.0/2.6/3.4

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2015	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$1,000
FOR CONSTRUCTION	\$690,000	\$55,000
TOTAL	\$690,000	\$56,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2



MILEPOSTS	8.25 - 8.40	8.40 - 10.26	10.27 - 16.43	16.42 - 17.16	17.16 - 22.00	22.00 - 28.00
COUNTY	ADA	ADA	ADA	ADA	BOISE	BOISE
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	YES	YES
TERRAIN TYPE	RURAL-ROLLING	RURAL-FLAT	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.153	1.860	6.160	0.735	4.840	6.000
NUM OF LANES (EXISTING)	2	4	3	2	2	2
LANES						
WIDTH	24	48	36	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	2	3	4	4	5	2
MATERIAL TYPE	COMBINATION	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	4	--	--	--	--
ADT (CURRENT)	4,100	3,857	3,026	2,900	2,706	2,200
ADT (FUTURE) -- 20 YEAR	5,468	5,154	4,028	3,852	3,602	2,940
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	ONE LANE	ONE LANE	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NO INFORMATION	NO INFORMATION	COLD IN PL W/OV	COLD IN PL W/OV	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	0000	0000	1999	1999	1997	1994
SEAL COAT YEAR	2002	2002	2002	2002	2002	1995
S/N OR D	2.6	2.6	2.2	2.2	5.1	3.0
PERCENT TRUCKS--PEAK	5	6	4	4	5	6
V/C RATIO	0.45	0.14	0.28	0.41	0.38	0.32
CRACK/ROUGH/FINAL INDEX	2.0/2.8/2.3	2.9/3.2/3.1	5.0/3.7/4.4	5.0/3.8/4.5	4.5/3.5/4.1	4.7/3.1/4.0

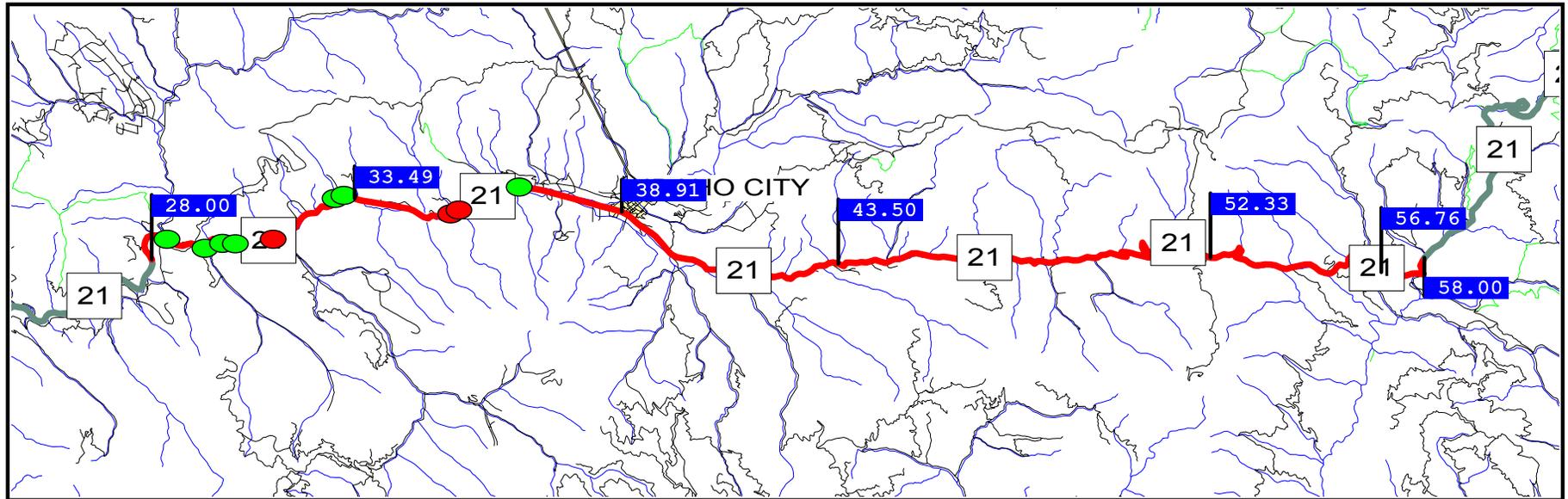
RURAL

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2003	RESURFACE WITH SHLD IMPROVMENT 2005	RESURF W/SHLDR IMPROVE & ALIGN 2012	RESURF W/SHLDR IMPROVE & ALIGN 2013
YEAR OF IMPROVEMENT				
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	HORIZ ALIGNMENT SHLD WIDTH-R	HORIZ ALIGNMENT SHLD WIDTH-R
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$2,000	\$15,000	\$444,000	\$35,000
FOR CONSTRUCTION	\$44,000	\$997,000	\$6,634,000	\$528,000
TOTAL	\$46,000	\$1,012,000	\$7,078,000	\$563,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	4	3	2

S T R U C T U R E I M P R O V E M E N T S

STRUCTURE REPLACEMENTS

BRIDGE KEY	12825
FEATURES	MORES CR.;DUNN
MILEPOST	24.34
SQUARE FOOTAGE	1851
PROGRAMMED YEAR	2005
SUFFICIENCY RATING	25.8
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	YES
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICENT



MILEPOSTS	28.00 - 33.49	33.49 - 38.91	38.91 - 43.50	43.50 - 52.33	52.33 - 56.76	56.76 - 58.00
COUNTY	BOISE	BOISE	BOISE	BOISE	BOISE	BOISE
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	YES	NO	NO	NO	NO
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	5.490	5.418	4.592	8.830	4.425	1.245
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	24	24	24	24	22	22
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	MIXED BITUMNOUS	HIGH FLEXIBLE	MIXED BITUMNOUS	MIXED BITUMNOUS
SHOULDER						
WIDTH	2	2	1	1	1	1
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	STABLIZED	STABLIZED	EARTH
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	2,099	2,019	518	400	400	300
ADT (FUTURE) -- 20 YEAR	2,805	2,693	691	536	536	404
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	ONE LANE	PARTIAL LANE	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1994	1994	1994	1949	1949	1959
SEAL COAT YEAR	1995	1995	1995	1995	1991	1991
S/N OR D	4.2	3.4	2.5	1.2	1.2	1.4
PERCENT TRUCKS--PEAK	6	5	5	7	7	9
V/C RATIO	0.31	0.30	0.08	0.06	0.06	0.05
CRACK/ROUGH/FINAL INDEX	4.0/3.0/3.6	3.9/3.1/3.6	4.0/3.0/3.6	3.6/2.8/3.3	2.2/2.5/2.3	2.0/2.7/2.3

RURAL

TYPE OF IMPROVEMENT	RESURF W/SHLDR IMPROVE & ALIGN 2015	RESURF W/SHLDR IMPROVE & ALIGN 2014	RESURF W/SHLDR IMPROVE & ALIGN 2014	RESURF W/SHLDR IMPROVE & ALIGN 2008	MINOR-WIDENING 2003 LANE WIDTH SHLD WIDTH-R	RECONST WIDER 2003 LANE WIDTH HORIZ ALIGNMENT SHLD WIDTH-R
YEAR OF IMPROVEMENT						
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR		
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT	HORIZ ALIGNMENT	HORIZ ALIGNMENT	HORIZ ALIGNMENT		
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R		
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$264,000	\$260,000	\$220,000	\$424,000	\$106,000	\$162,000
FOR CONSTRUCTION	\$3,942,000	\$3,890,000	\$3,297,000	\$6,340,000	\$1,814,000	\$1,636,000
TOTAL	\$4,206,000	\$4,150,000	\$3,517,000	\$6,764,000	\$1,920,000	\$1,798,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2	2	2

S T R U C T U R E I M P R O V E M E N T S

STRUCTURE REPLACEMENTS

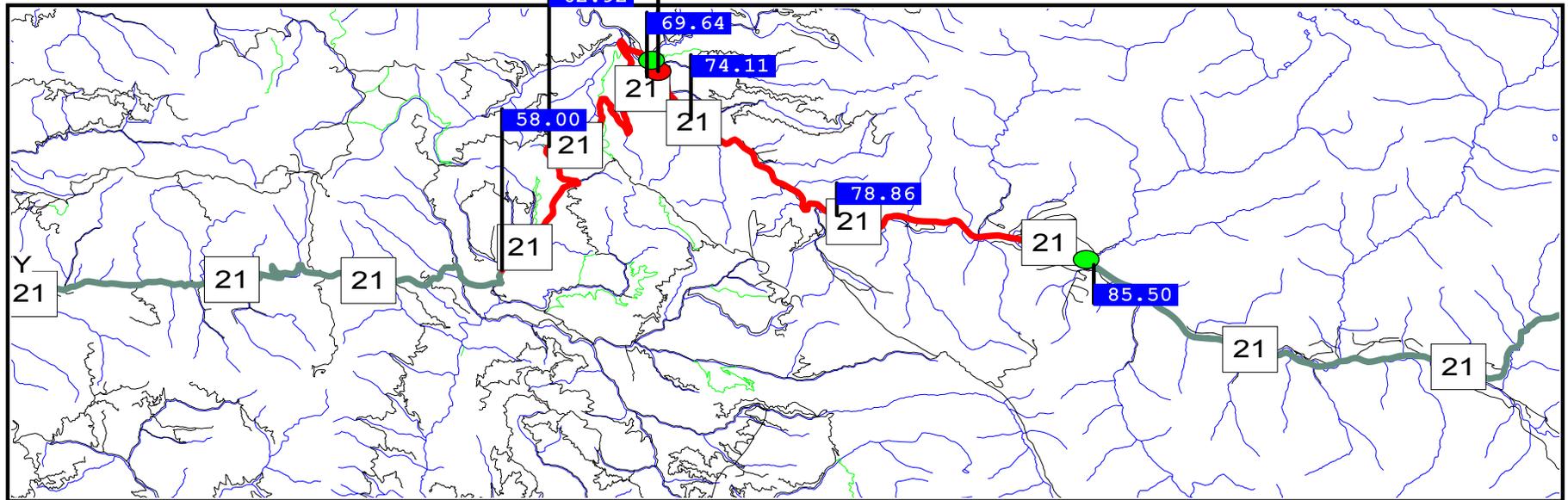
BRIDGE KEY	12855	12870
FEATURES	MORES CR.;THOR	MORES CR.;N.Y.
MILEPOST	31.25	35.38
SQUARE FOOTAGE	1281	2508
PROGRAMMED YEAR	2001	2002
SUFFICIENCY RATING	0.0	41.3
WEIGHT RESTRICTION	NO	YES
WIDTH RESTRICTION	NO	NO
HEIGHT RESTRICTION	NO	NO
DEFICIENCY	NONE	STRUC DEFICIENT

STRUCTURE REPLACEMENTS

BRIDGE KEY	12875
FEATURES	MORES CR.;N.Y.
MILEPOST	35.57
SQUARE FOOTAGE	2422
PROGRAMMED YEAR	2002
SUFFICIENCY RATING	26.3
WEIGHT RESTRICTION	YES
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICIENT

HPMS STUDY FOR ROAD SEGMENT : 002140

030215



MILEPOSTS	58.00 - 62.92	62.92 - 69.64	69.64 - 72.70	72.70 - 74.11	74.11 - 78.86	78.86 - 85.50
COUNTY	BOISE	BOISE	BOISE	BOISE	BOISE	BOISE
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	YES	YES	NO	NO
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	4.920	6.719	3.058	1.413	4.745	6.645
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	22	22	22	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	1	1	1	2	2	2
MATERIAL TYPE	EARTH	EARTH	STABILIZED	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	300	300	301	480	480	480
ADT (FUTURE) -- 20 YEAR	404	404	405	641	641	641
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	ONE LANE	PARTIAL LANE	ONE LANE	PARTIAL LANE	ONE LANE	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	COLD IN PL RECY	COLD IN PL RECY	COLD IN PL RECY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1995	1995	1995	1977	1977	1977
SEAL COAT YEAR	1991	1991	1999	1999	1999	1999
S/N OR D	1.4	1.4	1.4	2.9	2.9	2.9
PERCENT TRUCKS--PEAK	9	9	9	6	6	6
V/C RATIO	0.05	0.05	0.05	0.07	0.07	0.07
CRACK/ROUGH/FINAL INDEX	3.0/3.0/3.0	3.1/2.9/3.0	3.7/2.9/3.4	3.0/2.9/3.0	3.5/3.1/3.3	3.9/3.5/3.7

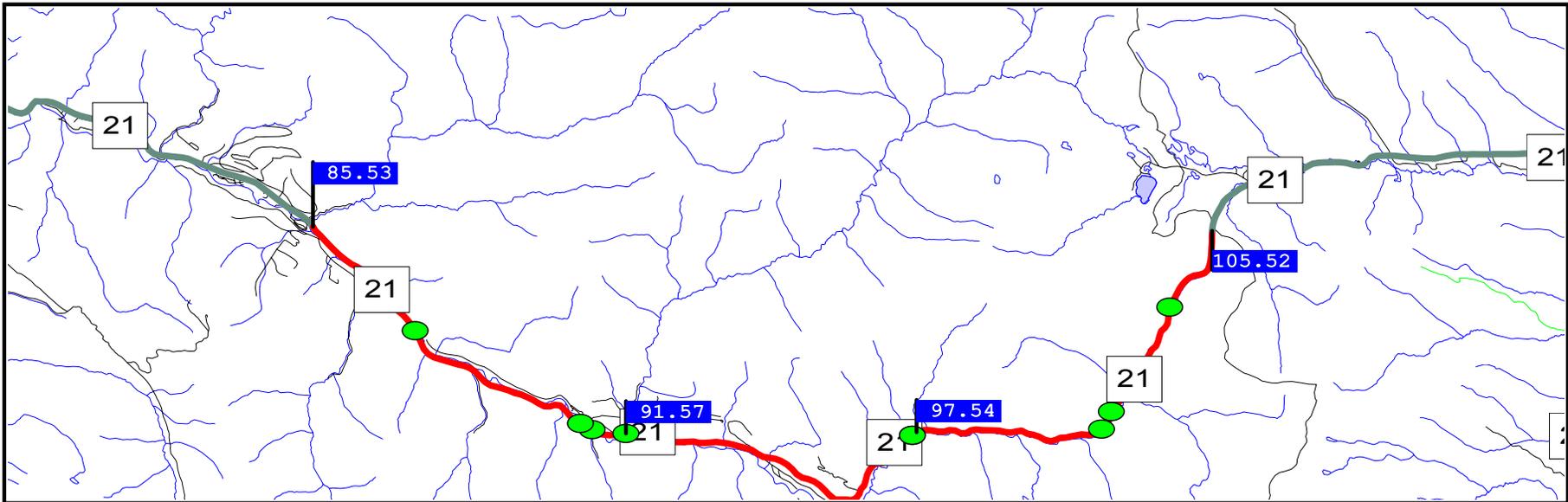
TYPE OF IMPROVEMENT	RECONST WIDER	MINOR-WIDENING	RECONST WIDER	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2003	2003	2003	2008	2011	2013
SYSTEM DEFICIENCY:	LANE WIDTH	LANE WIDTH	LANE WIDTH	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	VERT ALIGNMENT	SHLD WIDTH-R	VERT ALIGNMENT	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
SYSTEM DEFICIENCY:	SHLD WIDTH-R		SHLD WIDTH-R			
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$640,000	\$161,000	\$398,000	\$14,000	\$47,000	\$66,000
FOR CONSTRUCTION	\$6,465,000	\$2,755,000	\$4,018,000	\$560,000	\$1,879,000	\$2,631,000
TOTAL	\$7,105,000	\$2,916,000	\$4,416,000	\$574,000	\$1,926,000	\$2,697,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2	2	2

S T R U C T U R E I M P R O V E M E N T S

STRUCTURE REPLACEMENTS

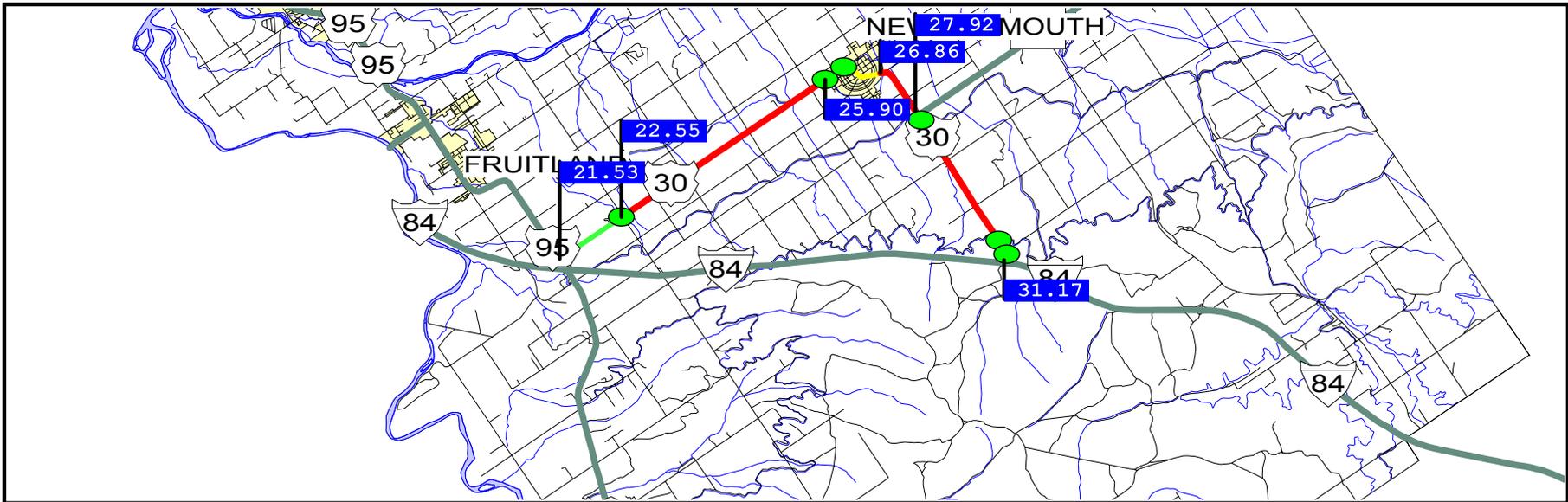
BRIDGE KEY	12890
FEATURES	CLEAR CREEK;AT
MILEPOST	72.70
SQUARE FOOTAGE	4628
PROGRAMMED YEAR	
SUFFICIENCY RATING	60.9
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	YES
HEIGHT RESTRICTION	NO
DEFICIENCY	NONE

RURAL



MILEPOSTS	85.53 - 91.57	91.57 - 97.54	97.54 - 105.52
COUNTY	BOISE	BOISE	BOISE
HIGHWAY DISTRICT #	3	3	3
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO
STRUCTURES	YES	YES	NO
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL
SECTION LENGTH	6.040	5.970	7.977
NUM OF LANES (EXISTING)	2	2	2
LANES			
WIDTH	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	2	2	2
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--
ADT (CURRENT)	510	481	460
ADT (FUTURE) -- 20 YEAR	680	648	621
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL
WIDENING FEASIBLE?	ONE LANE	PARTIAL LANE	PARTIAL LANE
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1970	1969	1969
SEAL COAT YEAR	1999	1999	1999
S/N OR D	2.6	1.9	1.9
PERCENT TRUCKS--PEAK	5	9	11
V/C RATIO	0.07	0.07	0.07
CRACK/ROUGH/FINAL INDEX	3.0/3.1/3.0	2.6/2.9/2.7	3.5/3.1/3.3

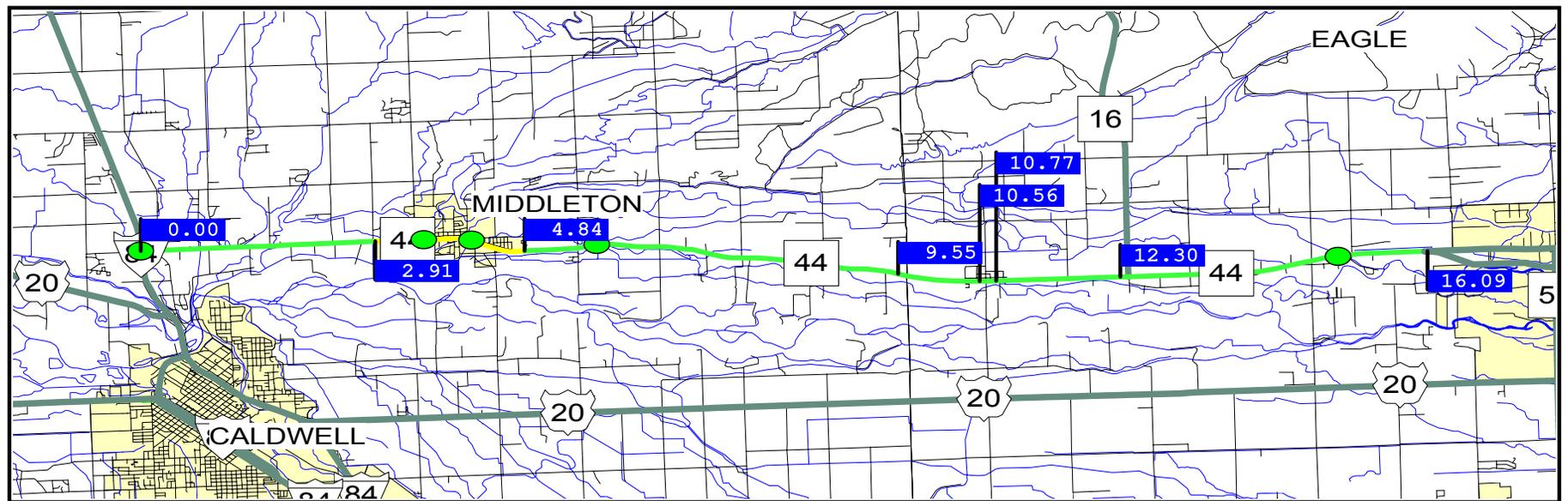
TYPE OF IMPROVEMENT	RESURF W/SHLDR IMPROVE & ALIGN 2008	RESURFACE WITH SHLD IMPROVMENT 2005	RESURF W/SHLDR IMPROVE & ALIGN 2008
YEAR OF IMPROVEMENT			
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT	SHLD WIDTH-R	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:	SHLD WIDTH-R		SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$290,000	\$60,000	\$383,000
FOR CONSTRUCTION	\$4,337,000	\$2,364,000	\$5,727,000
TOTAL	\$4,627,000	\$2,424,000	\$6,110,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2



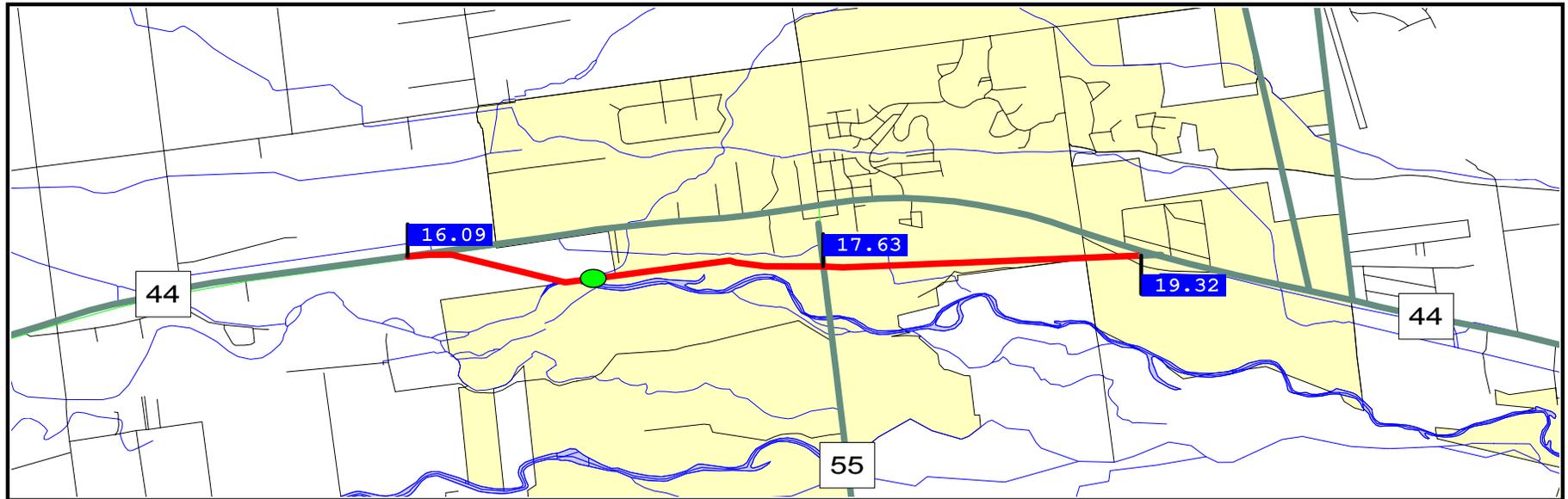
RURAL

MILEPOSTS	21.53 - 22.55	22.55 - 25.90	26.86 - 27.93	27.92 - 31.17
COUNTY	PAYETTE	PAYETTE	PAYETTE	PAYETTE
HIGHWAY DISTRICT #	3	3	3	3
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	NO	YES	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.018	3.356	1.065	3.250
NUM OF LANES (EXISTING)	2	2	2	2
LANES				
WIDTH	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER				
WIDTH	2	2	3	5
MATERIAL TYPE	EARTH	COMBINATION	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--	--	--	--
ADT (CURRENT)	3,995	3,115	2,401	2,253
ADT (FUTURE) -- 20 YEAR	5,317	4,154	2,959	2,782
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	COLD IN PL RECY	COLD IN PL RECY	COLD IN PL RECY	COLD IN PL RECY
YEAR OF IMPROVEMENT	1993	1993	1993	1993
SEAL COAT YEAR	2002	2002	2002	2002
S/N OR D	3.2	4.2	2.8	2.4
PERCENT TRUCKS--PEAK	4	5	5	8
V/C RATIO	0.18	0.14	0.12	0.10
CRACK/ROUGH/FINAL INDEX	4.2/3.2/3.8	3.8/3.0/3.4	3.7/2.9/3.3	4.4/3.2/3.9

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2013	RESURFACE WITH SHLD IMPROVMENT 2011	RESURFACE WITH SHLD IMPROVMENT 2012
YEAR OF IMPROVEMENT			
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$13,000	\$4,000	\$13,000
FOR CONSTRUCTION	\$899,000	\$285,000	\$715,000
TOTAL	\$912,000	\$289,000	\$728,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	2	2	2



MILEPOSTS	0.00 - 2.91	4.84 - 9.55	9.55 - 10.56	10.56 - 10.77	10.77 - 12.30	12.30 - 16.09
COUNTY	CANYON					
HIGHWAY DISTRICT #	3					
FUNCTIONAL CLASS	OTHER PRIN ART					
FEDERAL AID SYSTEM	NHS					
RR-XINGS	NO					
STRUCTURES	YES					
TERRAIN TYPE	RURAL-FLAT					
TYPE OF DEVELOPMENT	RURAL					
SECTION LENGTH	2.913	4.716	1.007	0.211	1.527	3.796
NUM OF LANES (EXISTING)	2					
LANES	2					
WIDTH	24					
MATERIAL TYPE	HIGH FLEXIBLE					
SHOULDER	5					
WIDTH	8					
MATERIAL TYPE	BITUMINOUS					
MEDIAN WIDTH	--					
ADT (CURRENT)	5,663	5,042	6,689	9,900	9,900	11,626
ADT (FUTURE) -- 20 YEAR	9,536	8,491	11,264	17,299	17,299	20,315
ACCESS CONTROL (CURRENT)	NO CONTROL					
WIDENING FEASIBLE?	TWO LANES					
AVE. 5 YR. ACC. NOS.	.					
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY					
YEAR OF IMPROVEMENT	1995					
SEAL COAT YEAR	1997					
S/N OR D	3.5					
PERCENT TRUCKS--PEAK	4					
V/C RATIO	0.25	0.22	0.29	0.18	0.42	0.50
CRACK/ROUGH/FINAL INDEX	5.0/3.3/4.2	4.5/3.5/4.0	4.8/3.7/4.3	5.0/3.2/4.2	5.0/3.7/4.4	4.3/3.5/3.9

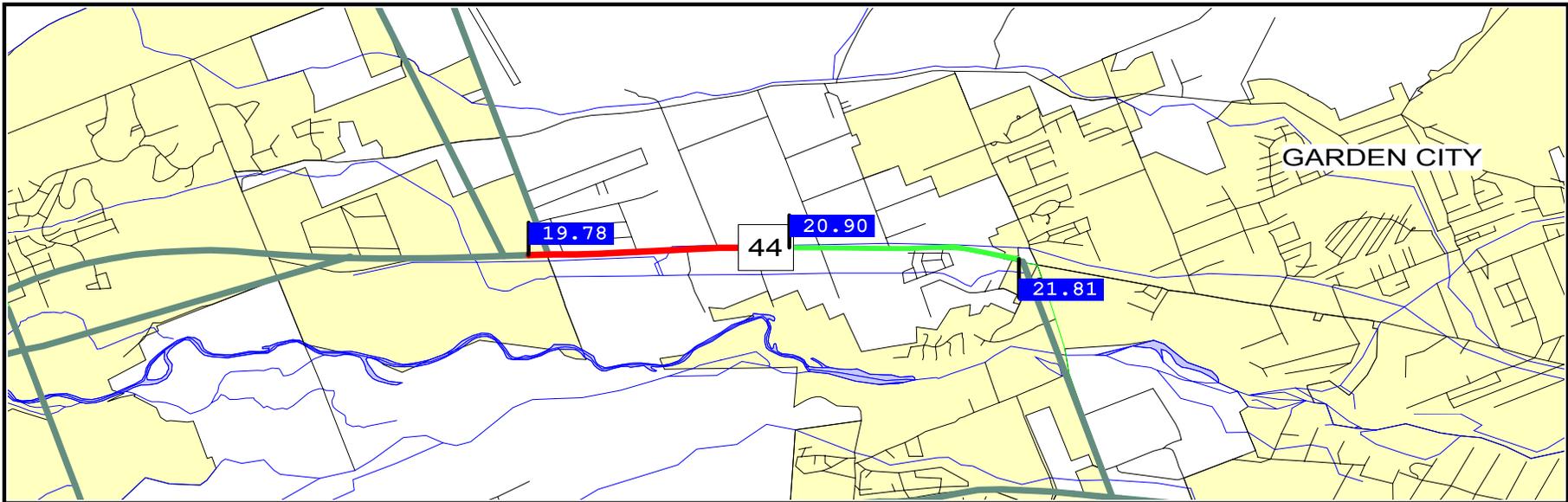


RURAL

MILEPOSTS	16.09 - 17.63	17.63 - 19.32
COUNTY	ADA	ADA
HIGHWAY DISTRICT #	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	YES	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	1.539	1.685
NUM OF LANES (EXISTING)	4	4
LANES		
WIDTH	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	8	6
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--
ADT (CURRENT)	13,986	17,000
ADT (FUTURE) -- 20 YEAR	24,439	29,706
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NO INFORMATION	NO INFORMATION
YEAR OF IMPROVEMENT	0000	0000
SEAL COAT YEAR	----	----
S/N OR D	2.8	2.8
PERCENT TRUCKS--PEAK	3	3
V/C RATIO	0.34	0.42
CRACK/ROUGH/FINAL INDEX	4.5/3.4/4.0	4.5/3.5/4.0

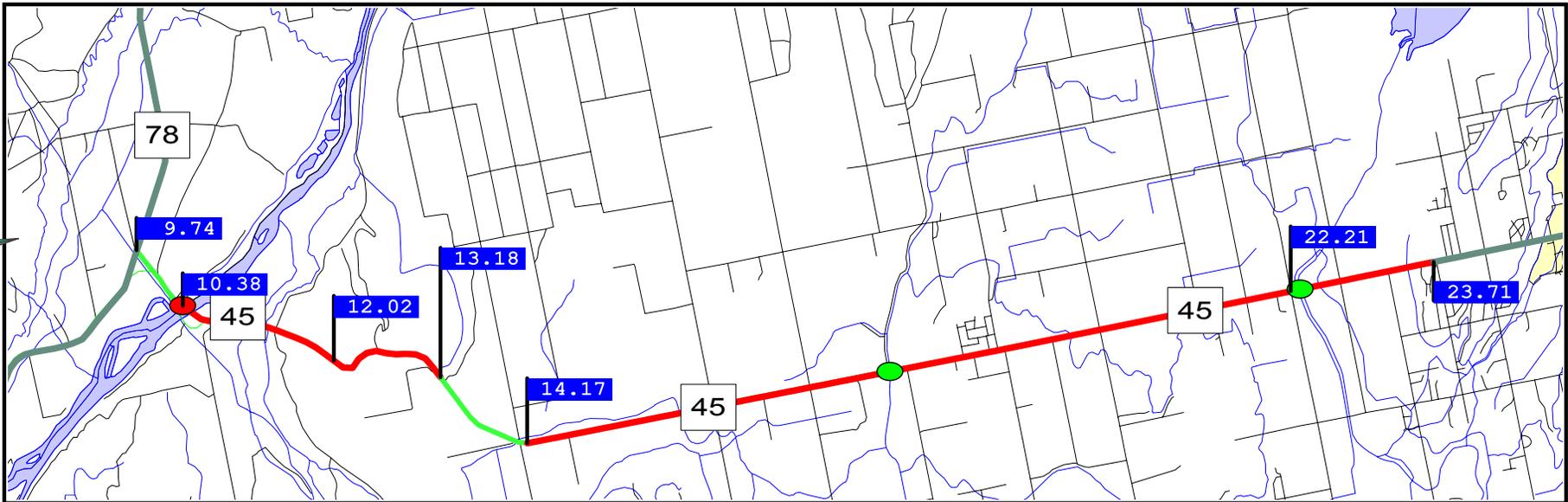
TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2010	2010
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$20,000
FOR CONSTRUCTION	\$486,000	\$1,072,000
TOTAL	\$486,000	\$1,092,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	4	4

RURAL



MILEPOSTS	19.78 - 20.90	20.90 - 21.81
COUNTY	ADA	ADA
HIGHWAY DISTRICT #	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	1.118	0.916
NUM OF LANES (EXISTING)	4	4
LANES		
WIDTH	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	5	6
MATERIAL TYPE	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--
ADT (CURRENT)	26,701	30,000
ADT (FUTURE) -- 20 YEAR	46,658	52,423
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1991	1991
SEAL COAT YEAR	1988	----
S/N OR D	4.1	4.1
PERCENT TRUCKS--PEAK	2	2
V/C RATIO	0.65	0.53
CRACK/ROUGH/FINAL INDEX	4.0/2.8/3.4	4.8/2.7/3.8

TYPE OF IMPROVEMENT	RECONST-FREEWAY
YEAR OF IMPROVEMENT	2008
SYSTEM DEFICIENCY:	VOLUME/CAPACITY
SYSTEM DEFICIENCY:	NUMBER OF LANES
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$315,000
FOR CONSTRUCTION	\$3,200,000
TOTAL	\$3,515,000
ACCESS CONTROL (FUTURE)	FULL CONTROL
NUM OF LANES (DES.)	6



MILEPOSTS	9.74 - 10.38	10.38 - 12.03	12.02 - 13.18	13.18 - 14.17	14.17 - 22.21	22.21 - 23.71
COUNTY	OWYHEE	CANYON	CANYON	CANYON	CANYON	CANYON
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	YES	NO	NO	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.643	1.642	1.155	0.992	8.037	1.505
NUM OF LANES (EXISTING)	2	2	3	2	2	2
LANES						
WIDTH	24	24	36	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	3	4	4	4	4	6
MATERIAL TYPE	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	1,300	1,211	1,200	1,200	2,234	5,199
ADT (FUTURE) -- 20 YEAR	1,612	1,504	1,488	1,488	2,737	6,331
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	C.R.A.B.S.	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	C.R.A.B.S.	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1999	1994	1994	1994	1997	1971
SEAL COAT YEAR	1990	2000	2000	2000	2000	----
S/N OR D	2.6	3.1	3.1	3.1	2.1	2.3
PERCENT TRUCKS--PEAK	10	10	9	9	4	2
V/C RATIO	0.07	0.08	0.05	0.08	0.11	0.24
CRACK/ROUGH/FINAL INDEX	5.0/3.2/4.2	4.0/3.4/3.7	4.1/3.3/3.7	5.0/3.4/4.3	4.8/3.6/4.3	5.0/3.6/4.4

RURAL

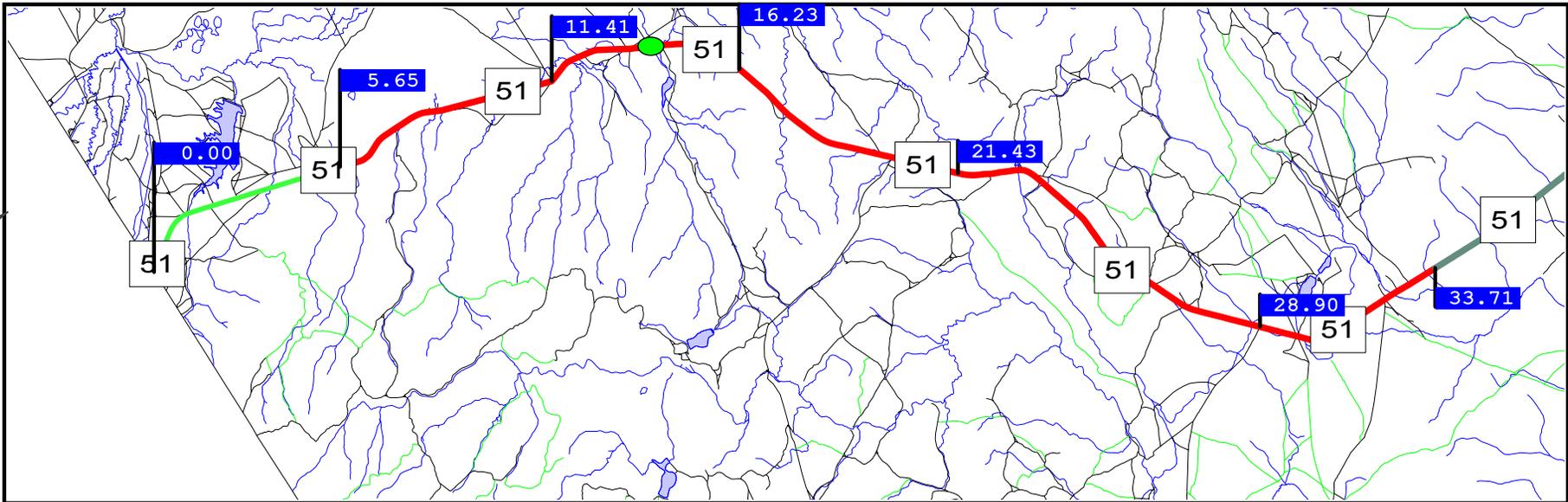
TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2014	RESURFACE WITH SHLD IMPROVMENT 2015	RESURFACE WITH SHLD IMPROVMENT 2012	RESURFACE WITH SHLD IMPROVMENT 2014
YEAR OF IMPROVEMENT				
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$16,000	\$17,000	\$32,000	\$6,000
FOR CONSTRUCTION	\$470,000	\$495,000	\$2,154,000	\$403,000
TOTAL	\$486,000	\$512,000	\$2,186,000	\$409,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	3	2	2

S T R U C T U R E I M P R O V E M E N T S

STRUCTURE REPLACEMENTS

BRIDGE KEY	14300
FEATURES	SNAKE R. (WALTE
MILEPOST	10.43
SQUARE FOOTAGE	27195
PROGRAMMED YEAR	
SUFFICIENCY RATING	65.7
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICENT

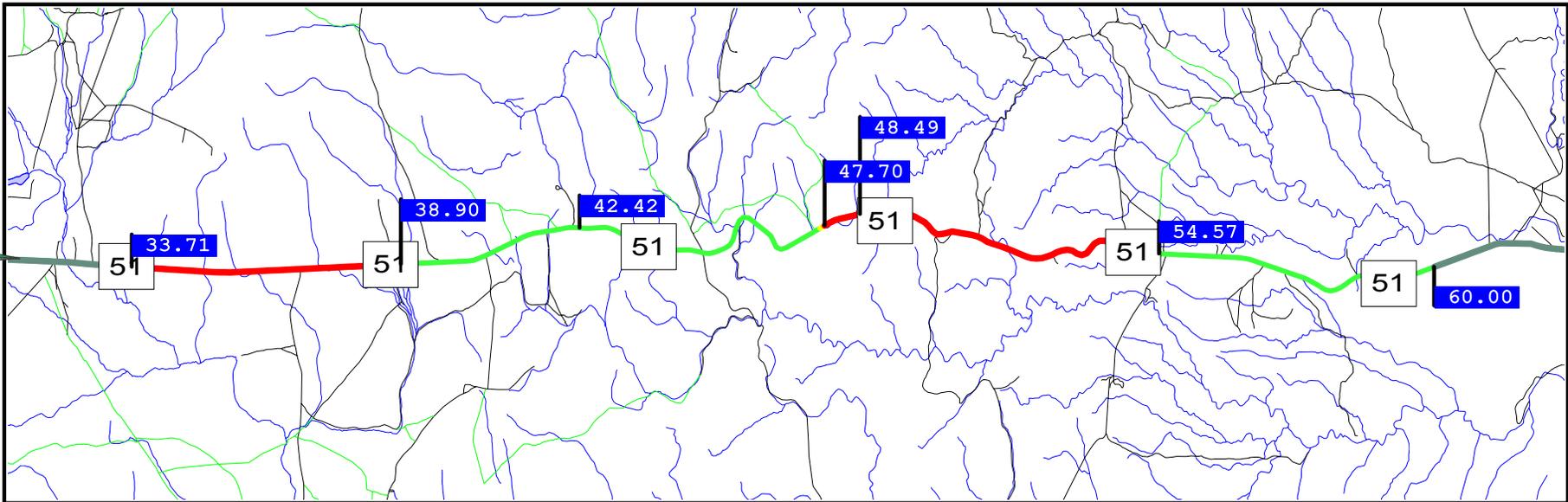
RURAL



MILEPOSTS	0.00 - 5.65	5.65 - 11.41	11.41 - 16.22	16.23 - 21.43	21.43 - 28.90	28.90 - 33.71
COUNTY	OWYHEE					
HIGHWAY DISTRICT #	3					
FUNCTIONAL CLASS	MINOR ARTERIAL					
FEDERAL AID SYSTEM	NON-NHS					
RR-XINGS	NO					
STRUCTURES	NO					
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL					
SECTION LENGTH	5.651	5.762	4.812	5.206	7.469	4.810
NUM OF LANES (EXISTING)	2					
LANES						
WIDTH	24					
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	MIXED BITUMNOUS	MIXED BITUMNOUS	HIGH FLEXIBLE
SHOULDER						
WIDTH	2					
MATERIAL TYPE	COMBINATION	COMBINATION	STABILIZED	COMBINATION	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--					
ADT (CURRENT)	470					
ADT (FUTURE) -- 20 YEAR	631					
ACCESS CONTROL (CURRENT)	NO CONTROL					
WIDENING FEASIBLE?	>= 3 LANES					
AVE. 5 YR. ACC. NOS.	.					
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	COLD IN PL RECY	COLD IN PL RECY	COLD IN PL RECY	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1986					
SEAL COAT YEAR	1997					
S/N OR D	4.3					
PERCENT TRUCKS--PEAK	8					
V/C RATIO	0.01					
CRACK/ROUGH/FINAL INDEX	4.8/3.5/4.2	3.9/3.4/3.7	2.5/3.1/2.8	2.3/3.0/2.6	2.3/2.8/2.5	2.5/3.0/2.7

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2015	RESURF W/SHLDR IMPROVE & ALIGN 2005	RESURFACE WITH SHLD IMPROVMENT 2004	RESURF W/SHLDR IMPROVE & ALIGN 2004	RESURFACE WITH SHLD IMPROVMENT 2005
YEAR OF IMPROVEMENT					
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	HORIZ ALIGNMENT	SHLD WIDTH-R	HORIZ ALIGNMENT	SHLD WIDTH-R
SYSTEM DEFICIENCY:		SHLD WIDTH-R		SHLD WIDTH-R	
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$23,000	\$135,000	\$52,000	\$284,000	\$19,000
FOR CONSTRUCTION	\$1,544,000	\$2,175,000	\$1,489,000	\$3,929,000	\$1,289,000
TOTAL	\$1,567,000	\$2,310,000	\$1,541,000	\$4,213,000	\$1,308,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2	2

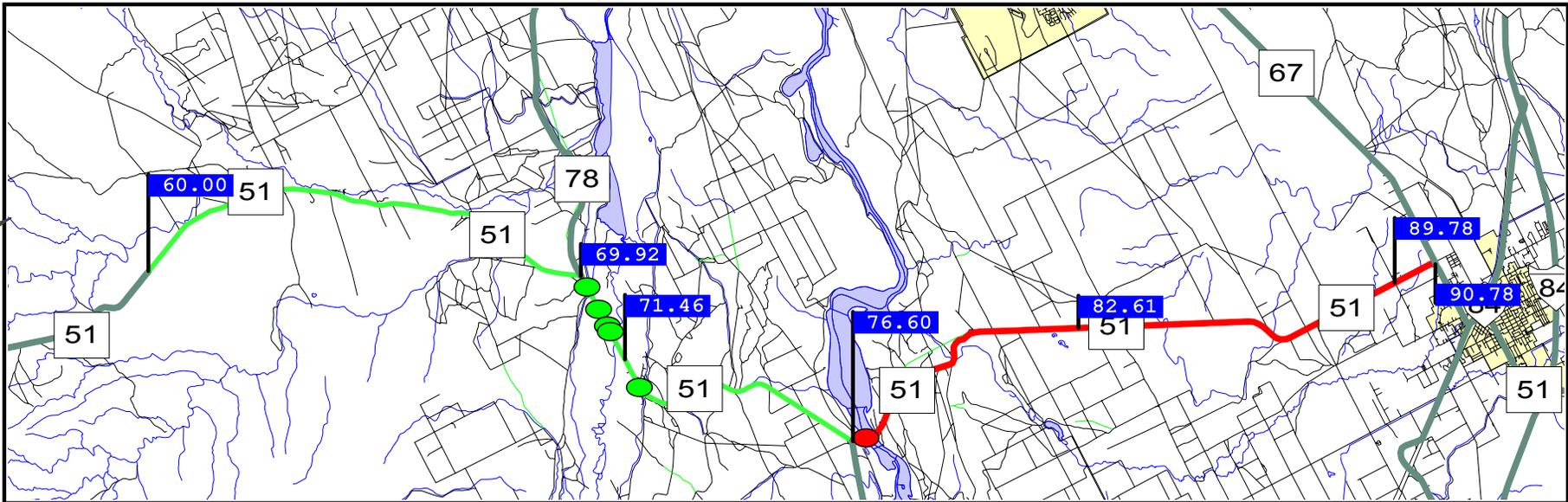
RURAL



MILEPOSTS	33.71 - 38.90	38.90 - 42.42	42.42 - 47.70	47.70 - 48.49	48.49 - 54.57	54.57 - 60.00
COUNTY	OWYHEE	OWYHEE	OWYHEE	OWYHEE	OWYHEE	OWYHEE
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	MOUNTAINOUS	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	5.190	3.524	5.276	0.787	6.079	5.434
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	BIT PENETRATION	HIGH FLEXIBLE	BIT PENETRATION	BIT PENETRATION	HIGH FLEXIBLE
SHOULDER						
WIDTH	2	1	2	3	2	3
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	COMBINATION	BITUMINOUS	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	400	400	418	450	450	450
ADT (FUTURE) -- 20 YEAR	538	538	561	604	604	604
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	BIT SURF TRMNT	C.R.A.B.S.	C.R.A.B.S.	PAVMT XTNG GRVL	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1978	1995	1995	1962	1969	1969
SEAL COAT YEAR	1997	1997	1997	1997	1997	1988
S/N OR D	2.0	2.0	2.0	1.1	2.8	2.2
PERCENT TRUCKS--PEAK	9	9	8	8	8	8
V/C RATIO	0.01	0.01	0.01	0.01	0.01	0.01
CRACK/ROUGH/FINAL INDEX	4.0/2.6/3.4	5.0/3.3/4.2	4.3/3.4/3.9	2.0/3.0/2.4	2.4/3.0/2.7	5.0/3.4/4.3

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2014	RESURFACE WITH SHLD IMPROVMENT 2003	RESURFACE WITH SHLD IMPROVMENT 2005
YEAR OF IMPROVEMENT	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$21,000	\$8,000	\$61,000
FOR CONSTRUCTION	\$1,391,000	\$225,000	\$2,407,000
TOTAL	\$1,412,000	\$233,000	\$2,468,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2

RURAL



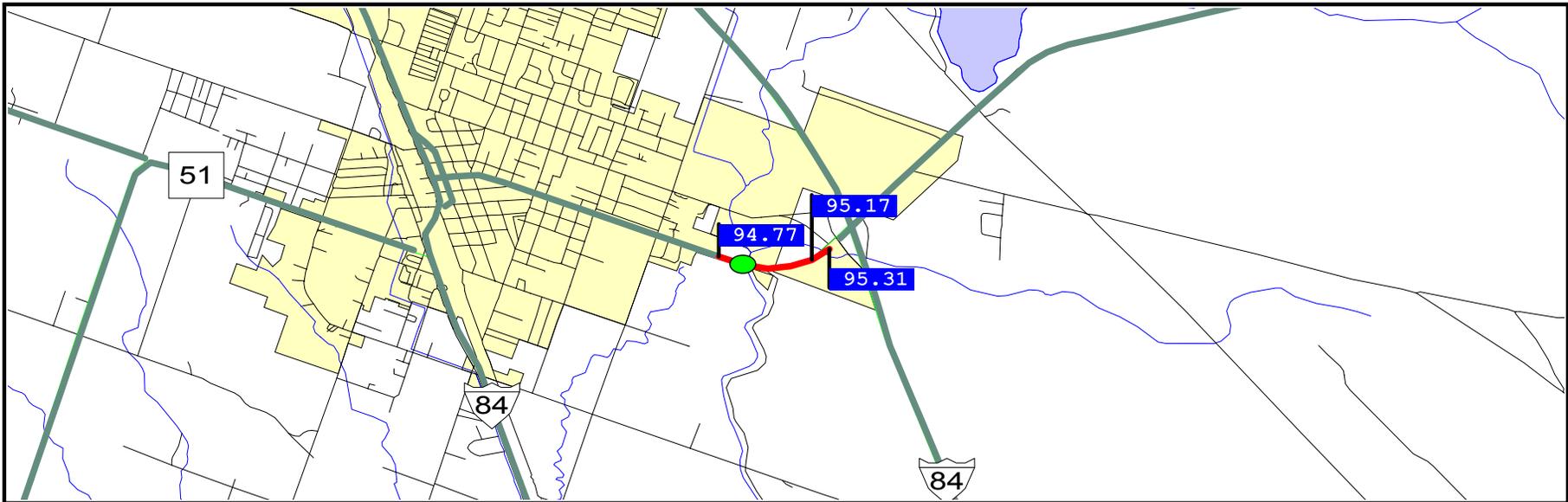
MILEPOSTS	60.00 - 69.92	69.92 - 71.46	71.46 - 76.60	76.60 - 82.61	82.61 - 89.78	89.78 - 90.78
COUNTY	OWYHEE	OWYHEE	OWYHEE	ELMORE	ELMORE	ELMORE
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	YES	NO	YES	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	9.918	1.538	5.144	6.010	7.172	1.003
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	2	2	2	1	3	2
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	BITUMINOUS	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	476	1,100	950	910	1,079	2,200
ADT (FUTURE) -- 20 YEAR	639	1,470	1,274	1,218	1,442	2,922
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.	REHAB & RESURF	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1999	1999	1999	1963	1977	1977
SEAL COAT YEAR	1999	1999	1999	1995	1995	1995
S/N OR D	3.8	3.0	3.2	2.6	3.3	3.3
PERCENT TRUCKS--PEAK	7	6	7	7	6	4
V/C RATIO	0.01	0.06	0.06	0.06	0.05	0.11
CRACK/ROUGH/FINAL INDEX	5.0/3.7/4.4	5.0/3.4/4.3	5.0/3.7/4.4	1.4/2.4/1.8	2.2/2.5/2.3	2.4/2.8/2.6

TYPE OF IMPROVEMENT	PAVEMNT-RECONST	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLDR IMPROVE & ALIGN
YEAR OF IMPROVEMENT	2003	2004	2004
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	PSR < RECON-PSR	SHLD WIDTH-R	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:			SHLD WIDTH-R
COST OF IMPROVEMENT FOR ROW AND UTIL FOR CONSTRUCTION TOTAL	\$168,000 \$5,337,000 \$5,505,000	\$29,000 \$1,922,000 \$1,951,000	\$28,000 \$453,000 \$481,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2

S T R U C T U R E I M P R O V E M E N T S

STRUCTURE REPLACEMENTS

BRIDGE KEY	14560
FEATURES	SNAKE RIVER
MILEPOST	76.92
SQUARE FOOTAGE	20010
PROGRAMMED YEAR	
SUFFICIENCY RATING	47.2
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICENT

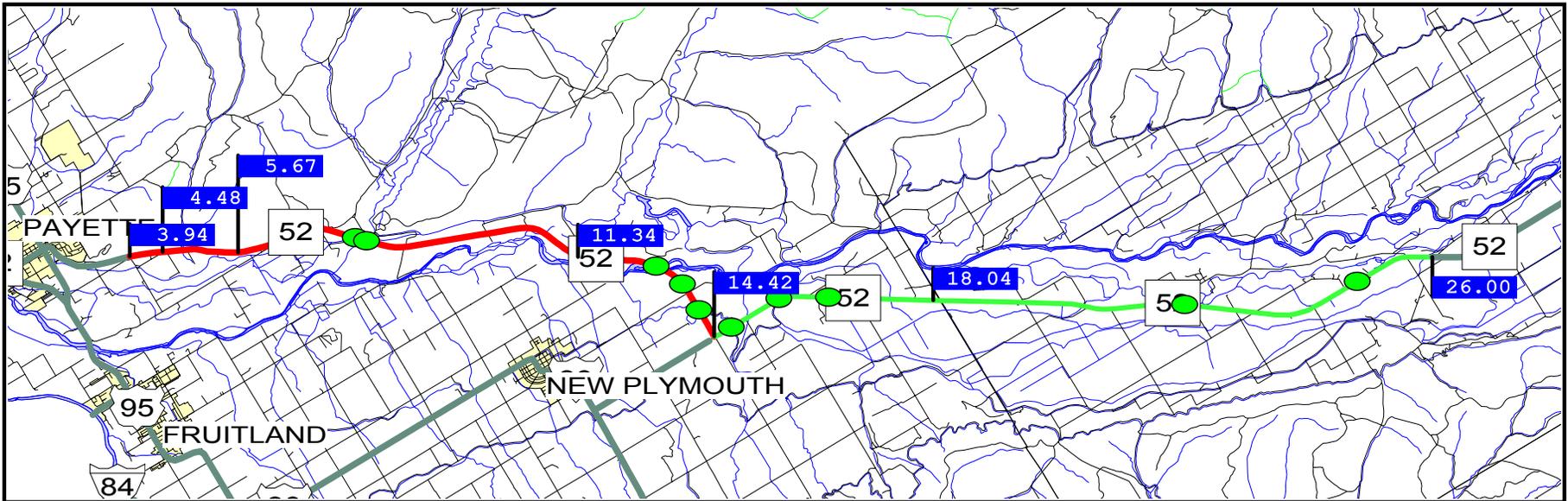


RURAL

MILEPOSTS	94.77 - 95.17	95.17 - 95.31
COUNTY	ELMORE	ELMORE
HIGHWAY DISTRICT #	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	0.400	0.135
NUM OF LANES (EXISTING)	4	4
LANES		
WIDTH	48	48
MATERIAL TYPE	RIGID PLAIN JNT	HIGH FLEXIBLE
SHOULDER		
WIDTH	1	0
MATERIAL TYPE	PORTLAND CC	CURBED
MEDIAN WIDTH	--	--
ADT (CURRENT)	6,300	6,193
ADT (FUTURE) -- 20 YEAR	7,702	7,572
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN CON	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1983	1971
SEAL COAT YEAR	----	----
S/N OR D	8	3.4
PERCENT TRUCKS--PEAK	4	4
V/C RATIO	0.22	0.21
CRACK/ROUGH/FINAL INDEX	3.8/2.3/3.2	3.4/2.1/2.9

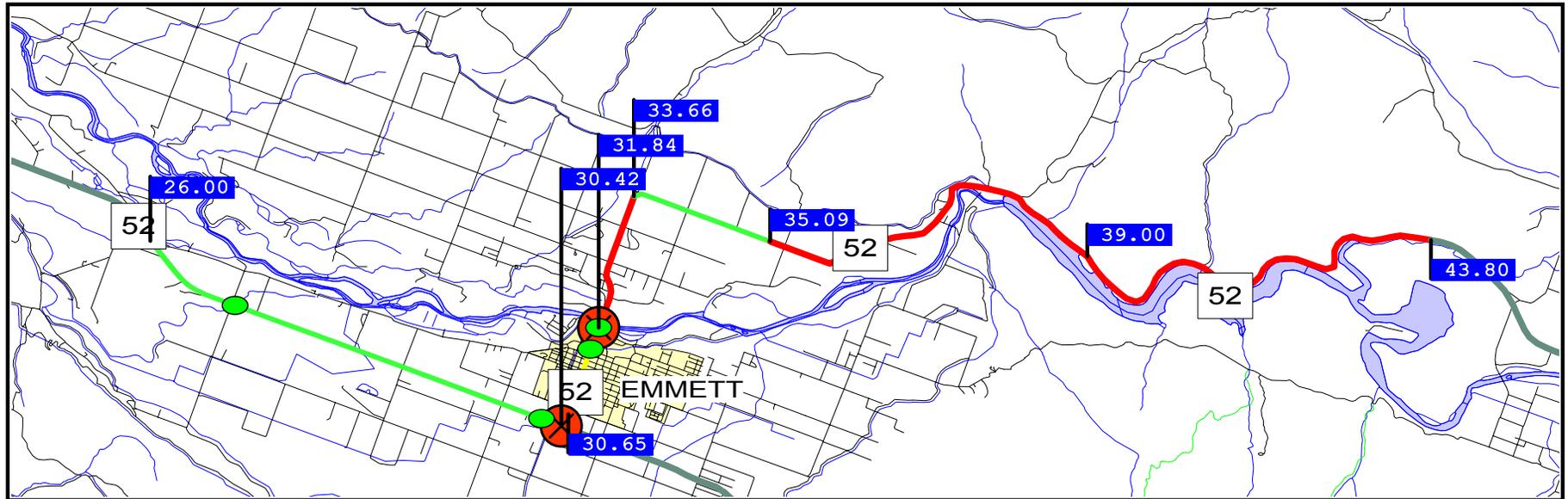
TYPE OF IMPROVEMENT	RESURFACE WITH	RESURFACE
	SHLD IMPROVMENT	
YEAR OF IMPROVEMENT	2014	2010
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$8,000	\$0
FOR CONSTRUCTION	\$270,000	\$43,000
TOTAL	\$278,000	\$43,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	4	4

RURAL



MILEPOSTS	3.94 - 4.48	4.48 - 5.67	5.67 - 11.34	11.34 - 14.42	14.42 - 18.04	18.04 - 26.00
COUNTY	PAYETTE	PAYETTE	PAYETTE	PAYETTE	PAYETTE	GEM
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	YES	YES	YES	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-FLAT	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.540	1.190	5.667	3.082	3.622	7.959
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	MIXED BITUMNOUS	HIGH FLEXIBLE	HIGH FLEXIBLE	MIXED BITUMNOUS	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	1	1	3	2	3	2
MATERIAL TYPE	EARTH	BITUMINOUS	STABILIZED	EARTH	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	2,000	1,244	1,174	1,200	1,748	1,895
ADT (FUTURE) -- 20 YEAR	2,465	1,548	1,464	1,502	2,354	2,557
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	COLD IN PL RECY	COLD IN PL RECY	COLD IN PL RECY	COLD IN PL RECY	C.R.A.B.S.	C.R.A.B.S.
YEAR OF IMPROVEMENT	1993	1993	1993	1993	1997	1997
SEAL COAT YEAR	1984	1984	1984	1999	1999	1999
S/N OR D	1.6	1.6	2.6	1.6	4.5	4.3
PERCENT TRUCKS--PEAK	7	11	12	13	10	10
V/C RATIO	0.12	0.06	0.07	0.06	0.09	0.10
CRACK/ROUGH/FINAL INDEX	3.3/2.5/3.0	3.2/2.8/3.0	3.0/2.8/2.9	3.7/3.1/3.4	4.5/3.4/4.0	4.5/3.6/4.1

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2006	RESURFACE WITH SHLD IMPROVMENT 2007	RESURFACE WITH SHLD IMPROVMENT 2007	RESURFACE WITH SHLD IMPROVMENT 2008
YEAR OF IMPROVEMENT				
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHOULDER TYPE	SHLD WIDTH-R	SHLD WIDTH-R	SHOULDER TYPE
SYSTEM DEFICIENCY:	SHLD WIDTH-R			SHLD WIDTH-R
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$5,000	\$5,000	\$57,000	\$12,000
FOR CONSTRUCTION	\$154,000	\$319,000	\$1,621,000	\$826,000
TOTAL	\$159,000	\$324,000	\$1,678,000	\$838,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2



RURAL

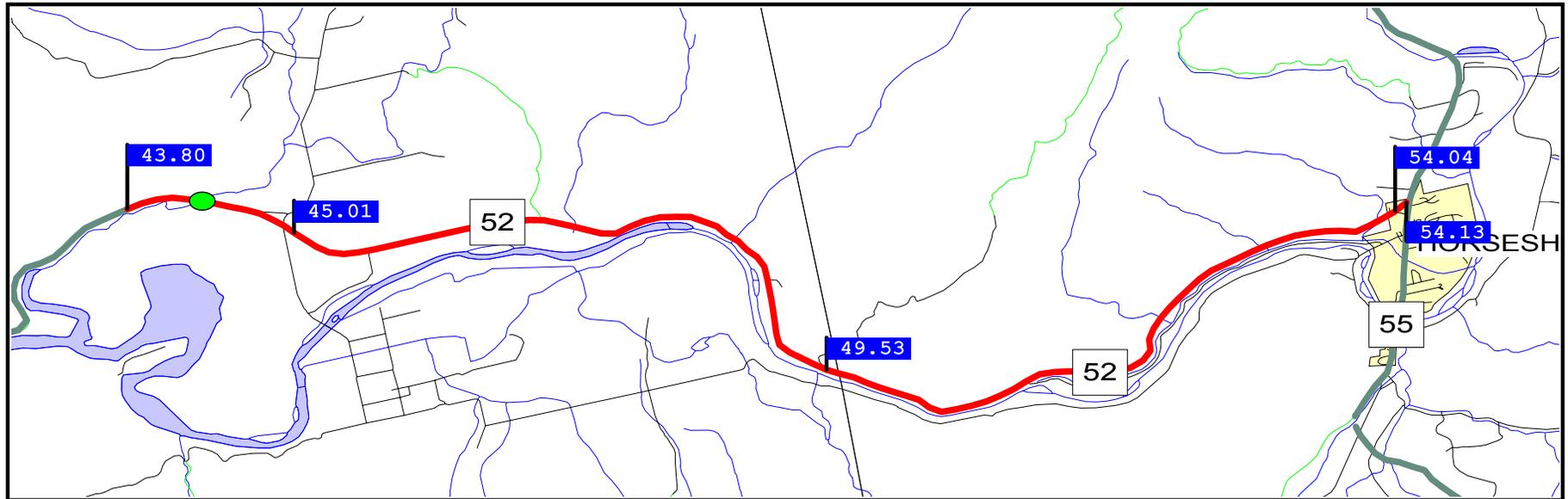
MILEPOSTS	26.00 - 30.42	30.42 - 30.65	31.84 - 33.66	33.66 - 35.09	35.09 - 39.00	39.00 - 43.80
COUNTY	GEM	GEM	GEM	GEM	GEM	GEM
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	YES	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	NO	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	4.422	0.231	1.818	1.428	3.910	4.802
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	6	4	2	2	1	2
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	COMBINATION	STABILIZED	EARTH	EARTH
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	3,607	9,300	4,356	1,766	1,673	1,600
ADT (FUTURE) -- 20 YEAR	4,849	12,378	5,821	2,412	2,289	2,189
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES	PARTIAL LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	C.R.A.B.S.	PLANT MIX SEAL	COLD IN PL RECY	COLD IN PL RECY	COLD IN PL RECY	COLD IN PL RECY
YEAR OF IMPROVEMENT	1999	1995	1997	1997	1997	1997
SEAL COAT YEAR	1999	1990	2002	2002	2002	2002
S/N OR D	3.3	2.6	1.7	3.7	1.4	1.4
PERCENT TRUCKS--PEAK	9	4	6	16	16	17
V/C RATIO	0.15	0.41	0.20	0.09	0.10	0.12
CRACK/ROUGH/FINAL INDEX	5.0/3.5/4.3	2.7/2.8/2.7	4.0/3.3/3.7	4.5/3.3/4.0	4.5/3.2/3.9	4.1/3.4/3.8

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2005	RESURFACE WITH SHLD IMPROVMENT 2009	RESURF W/SHLDR IMPROVE & ALIGN 2011	RESURF W/SHLDR IMPROVE & ALIGN 2010
YEAR OF IMPROVEMENT				
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	HORIZ ALIGNMENT	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:			SHOULDER TYPE	SHOULDER TYPE
SYSTEM DEFICIENCY:			SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$1,000	\$7,000	\$149,000	\$230,000
FOR CONSTRUCTION	\$62,000	\$487,000	\$2,057,000	\$3,448,000
TOTAL	\$63,000	\$494,000	\$2,206,000	\$3,678,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2

RR CROSSING NUMBER	818714D
TOTAL THROUGH TRAINS	2
TOT SWITCHING TRAINS	0
SPEED RANGE	5 TO 40
CROSSING SURFACE TYPE	SECTION TIMBER
TYPES OF CONTROLS	
FLASHING LIGHTS	4
MAST MOUNTED	2
OTHER LIGHTS	2
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	0
SPEED SELECTION	NOT APPLICABLE

R R C R O S S I N G I M P R O V E M E N T

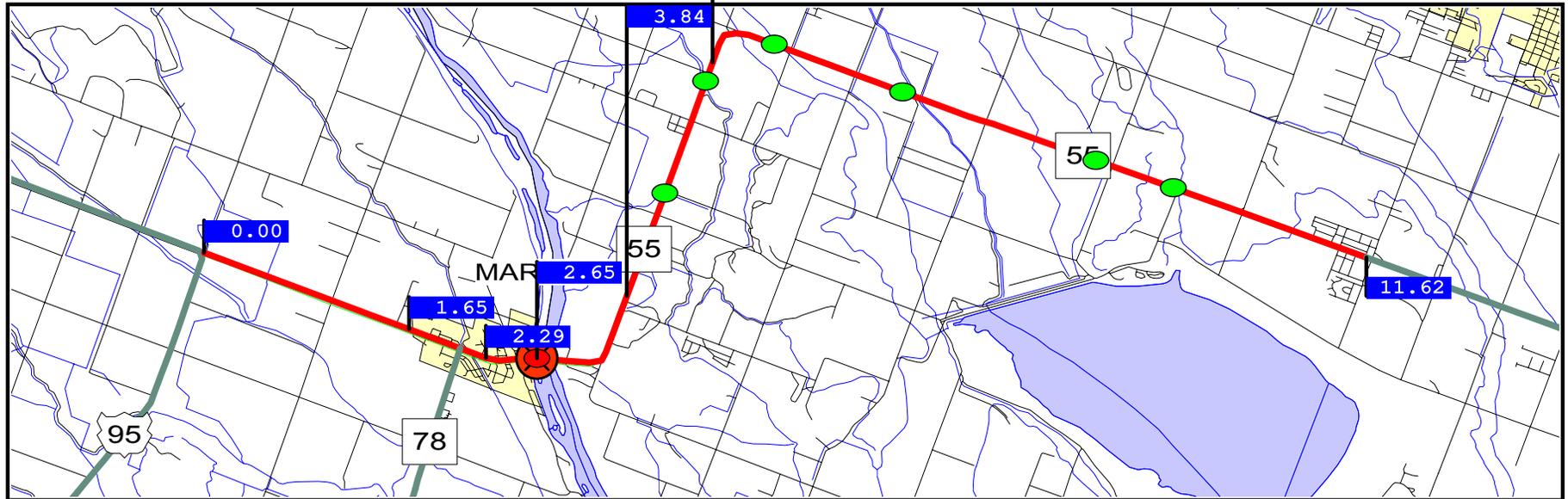
TYPE OF IMPROVEMENT	CHANGE SURFACE
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	SURFACE
COST OF IMPROVEMENT	
COST CONTROL	\$0
SURFACE	\$50,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$50,000
ADMINISTRATIVE	\$2,500
TOI CROSSING SURFACE	CONCRETE SLAB



RURAL

MILEPOSTS	43.80 - 45.01	45.01 - 49.53	49.53 - 54.04	54.04 - 54.13
COUNTY	GEM	GEM	BOISE	BOISE
HIGHWAY DISTRICT #	3	3	3	3
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.212	4.520	4.506	0.086
NUM OF LANES (EXISTING)	2	2	2	2
LANES				
WIDTH	24	24	22	22
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER				
WIDTH	3	2	3	3
MATERIAL TYPE	COMBINATION	EARTH	STABILIZED	STABILIZED
MEDIAN WIDTH	--	--	--	--
ADT (CURRENT)	1,360	1,000	1,000	1,000
ADT (FUTURE) -- 20 YEAR	1,857	1,360	1,360	1,360
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	ONE LANE	PARTIAL LANE	PARTIAL LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	COLD IN PL RECY	COLD IN PL RECY	COLD IN PL RECY	PAVMT XTNG GRVL
YEAR OF IMPROVEMENT	1997	1997	1997	1938
SEAL COAT YEAR	2002	2002	2002	2002
S/N OR D	1.6	1.6	1.6	1.6
PERCENT TRUCKS--PEAK	16	14	14	14
V/C RATIO	0.08	0.06	0.08	0.08
CRACK/ROUGH/FINAL INDEX	4.2/3.2/3.8	3.9/3.3/3.6	4.4/3.3/4.0	1.7/1.9/1.8

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2010	RESURF W/SHLDR IMPROVE & ALIGN 2009	MINOR-WIDENING 2003	MINOR-WIDENING 2003
YEAR OF IMPROVEMENT				
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	LANE WIDTH	LANE WIDTH
SYSTEM DEFICIENCY:	SHLD WIDTH-R	HORIZ ALIGNMENT	SHLD WIDTH-R	SHLD WIDTH-R
SYSTEM DEFICIENCY:		SHOULDER TYPE		
SYSTEM DEFICIENCY:		SHLD WIDTH-R		
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$12,000	\$172,000	\$108,000	\$2,000
FOR CONSTRUCTION	\$347,000	\$2,378,000	\$1,847,000	\$35,000
TOTAL	\$359,000	\$2,550,000	\$1,955,000	\$37,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2



RURAL

MILEPOSTS	0.00 - 1.65	1.65 - 2.29	2.29 - 2.65	2.65 - 3.84	3.84 - 6.37	6.37 - 11.62
COUNTY	OWYHEE	OWYHEE	OWYHEE	CANYON	CANYON	CANYON
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	YES	NO	NO	NO
STRUCTURES	NO	NO	YES	NO	NO	YES
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.648	0.641	0.361	1.188	2.532	5.251
NUM OF LANES (EXISTING)	2	2	4	2	2	2
LANES						
WIDTH	24	24	44	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	8	8	0	5	2	3
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	CURBED	BITUMINOUS	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	3,016	5,745	5,771	4,714	4,337	5,624
ADT (FUTURE) -- 20 YEAR	4,403	8,305	8,343	6,815	6,270	8,147
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	NO	NO	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.	NW CONS/RCN FLX	NW CONS/RCN FLX	PAVMT XTNG GRVL
YEAR OF IMPROVEMENT	1997	1997	1997	1955	1949	1948
SEAL COAT YEAR	2002	2002	2002	1993	1993	2002
S/N OR D	2.5	2.5	2.5	2.2	1.9	2.3
PERCENT TRUCKS--PEAK	8	5	5	4	5	5
V/C RATIO	0.17	0.29	0.11	0.27	0.26	0.25
CRACK/ROUGH/FINAL INDEX	5.0/3.5/4.3	5.0/3.4/4.3	4.8/2.4/3.6	1.7/2.4/2.0	1.8/2.3/2.0	2.4/3.1/2.7

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE	PAVEMENT RECONS W/ALIGN IMPROVE	PAVEMNT-RECONST	RESURF W/SHLDR IMPROVE & ALIGN
YEAR OF IMPROVEMENT	2011	2011	2011	2003	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	LANE WIDTH	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:			PSR < RESRF-PSR	PSR < RECON-PSR	PSR < RECON-PSR	VERT ALIGNMENT
SYSTEM DEFICIENCY:				VERT ALIGNMENT		SHOULDER TYPE
COST OF IMPROVEMENT						SHLD WIDTH-R
FOR ROW AND UTIL	\$0	\$0	\$0	\$81,000	\$91,000	\$200,000
FOR CONSTRUCTION	\$270,000	\$105,000	\$118,000	\$1,226,000	\$2,497,000	\$2,857,000
TOTAL	\$270,000	\$105,000	\$118,000	\$1,307,000	\$2,588,000	\$3,057,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	4	2	2	2

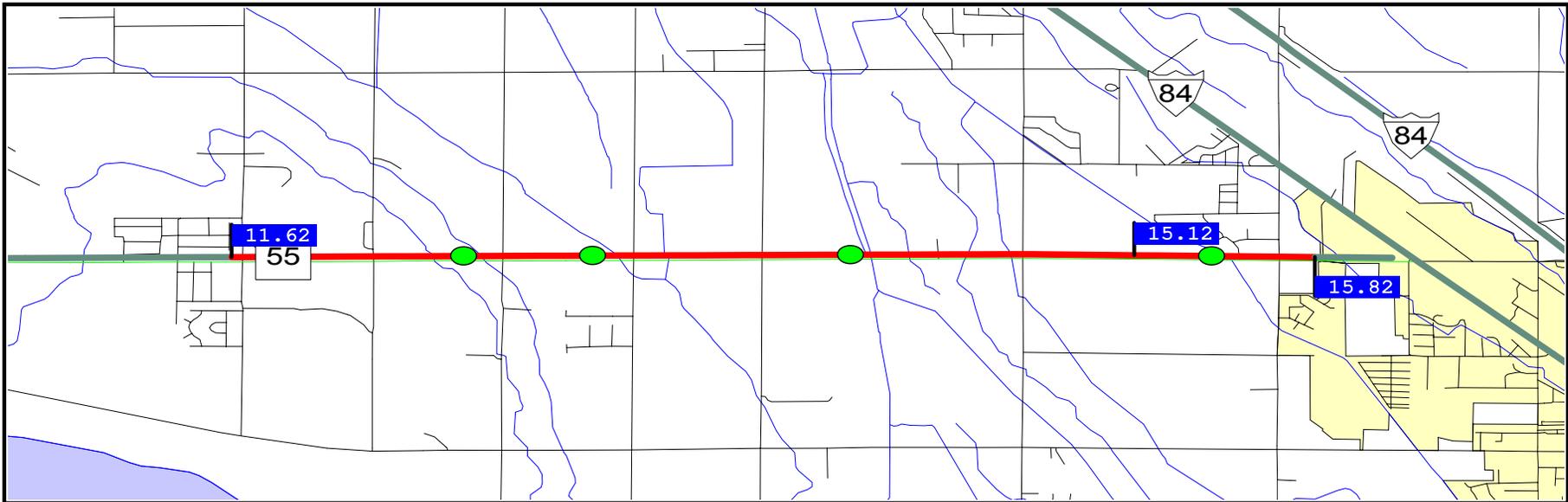
S T R U C T U R E I M P R O V E M E N T S

STRUCTURE REPLACEMENTS

BRIDGE KEY	14670
FEATURES	SNAKE RIVER (M
MILEPOST	2.07
SQUARE FOOTAGE	29412
PROGRAMMED YEAR	2003
SUFFICIENCY RATING	44.0
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	NONE

RR CROSSING NUMBER	819898J
TOTAL THROUGH TRAINS	1
TOT SWITCHING TRAINS	0
SPEED RANGE	3 TO 20
CROSSING SURFACE TYPE	SECTION TIMBER
TYPES OF CONTROLS	
FLASHING LIGHTS	3
CANT OVER ROAD	2
CANT NOT OVR ROAD	1
GATES	0
SIGNS	3
REFLECT. XBUCKS	3
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	1
SPEED SELECTION	NOT APPLICABLE
	R R C R O S S I N G I M P R O V E M E N T

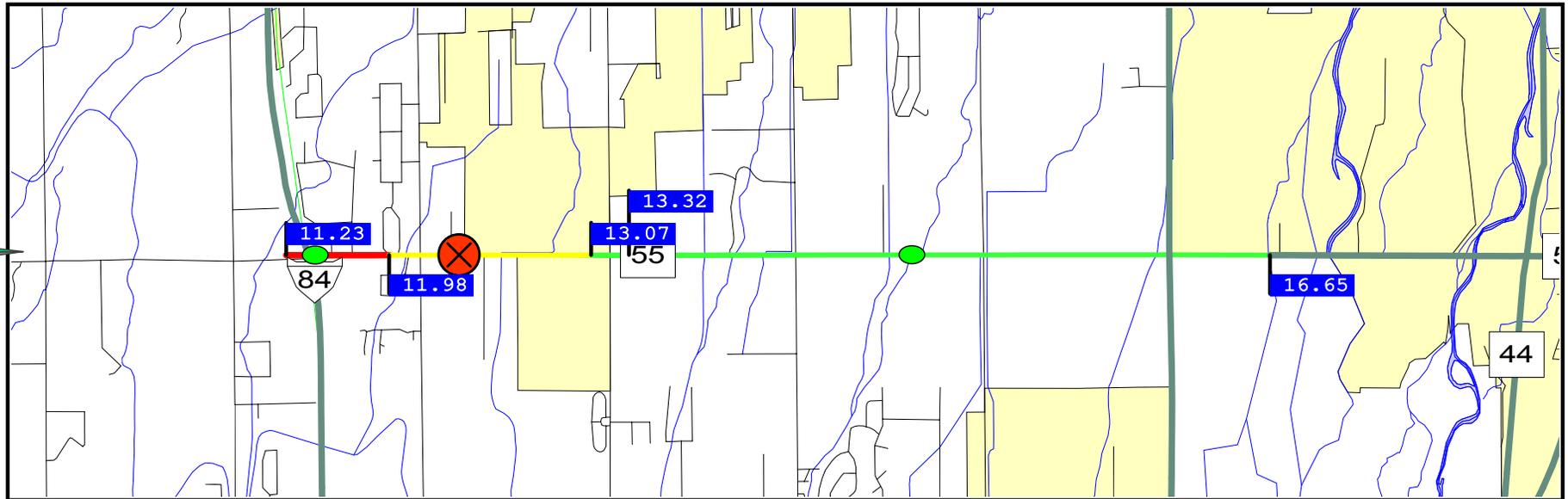
TYPE OF IMPROVEMENT	LIGHTS/GATES
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	LIGHTS/GATES
COST OF IMPROVEMENT	
COST CONTROL	\$250,000
SURFACE	\$120,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$370,000
ADMINISTRATIVE	\$18,500
TOI CROSSING SURFACE	RUBBER



RURAL

MILEPOSTS	11.62 - 15.12	15.12 - 15.82
COUNTY	CANYON	CANYON
HIGHWAY DISTRICT #	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	3.496	0.701
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	MIXED BITUMNOUS
SHOULDER		
WIDTH	2	4
MATERIAL TYPE	BITUMINOUS	COMBINATION
MEDIAN WIDTH	--	--
ADT (CURRENT)	10,435	11,000
ADT (FUTURE) -- 20 YEAR	14,997	15,809
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PAVMT XTNG GRVL	PAVMT XTNG GRVL
YEAR OF IMPROVEMENT	1948	1948
SEAL COAT YEAR	2002	1991
S/N OR D	2.3	2.3
PERCENT TRUCKS--PEAK	3	3
V/C RATIO	0.48	0.57
CRACK/ROUGH/FINAL INDEX	2.4/3.1/2.7	2.6/3.1/2.8

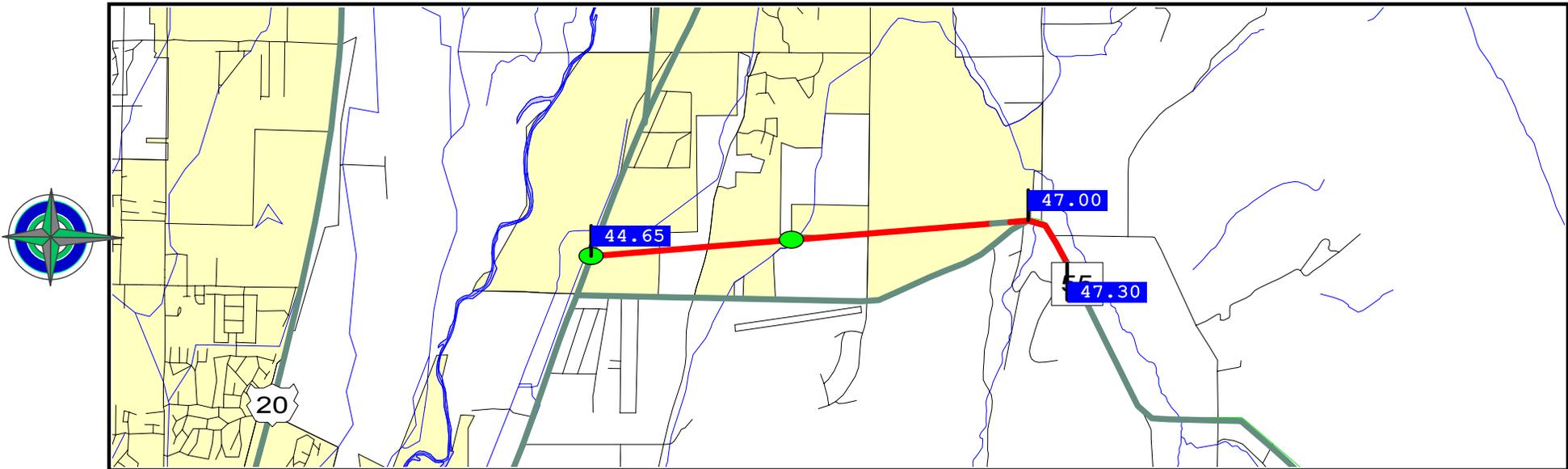
TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2003	RESURFACE WITH SHLD IMPROVMENT 2004
YEAR OF IMPROVEMENT		
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHOULDER TYPE SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$21,000	\$7,000
FOR CONSTRUCTION	\$1,112,000	\$237,000
TOTAL	\$1,133,000	\$244,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2



RURAL

MILEPOSTS	11.23 - 11.98	13.07 - 13.32	13.32 - 16.65
COUNTY	ADA	ADA	ADA
HIGHWAY DISTRICT #	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	NO	NO
STRUCTURES	YES	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL
SECTION LENGTH	0.747	0.250	3.325
NUM OF LANES (EXISTING)	4	4	4
LANES			
WIDTH	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	8	10	10
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--
ADT (CURRENT)	31,747	33,180	30,499
ADT (FUTURE) -- 20 YEAR	45,806	47,780	43,919
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1990	1998	1998
SEAL COAT YEAR	----	----	----
S/N OR D	2.8	6.9	6.9
PERCENT TRUCKS--PEAK	4	4	4
V/C RATIO	0.78	0.59	0.54
CRACK/ROUGH/FINAL INDEX	4.5/3.1/3.8	5.0/3.5/4.3	5.0/3.8/4.4

TYPE OF IMPROVEMENT	RECONST-FREEWAY
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	VOLUME/CAPACITY
SYSTEM DEFICIENCY:	NUMBER OF LANES
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$211,000
FOR CONSTRUCTION	\$2,138,000
TOTAL	\$2,349,000
ACCESS CONTROL (FUTURE)	FULL CONTROL
NUM OF LANES (DES.)	6

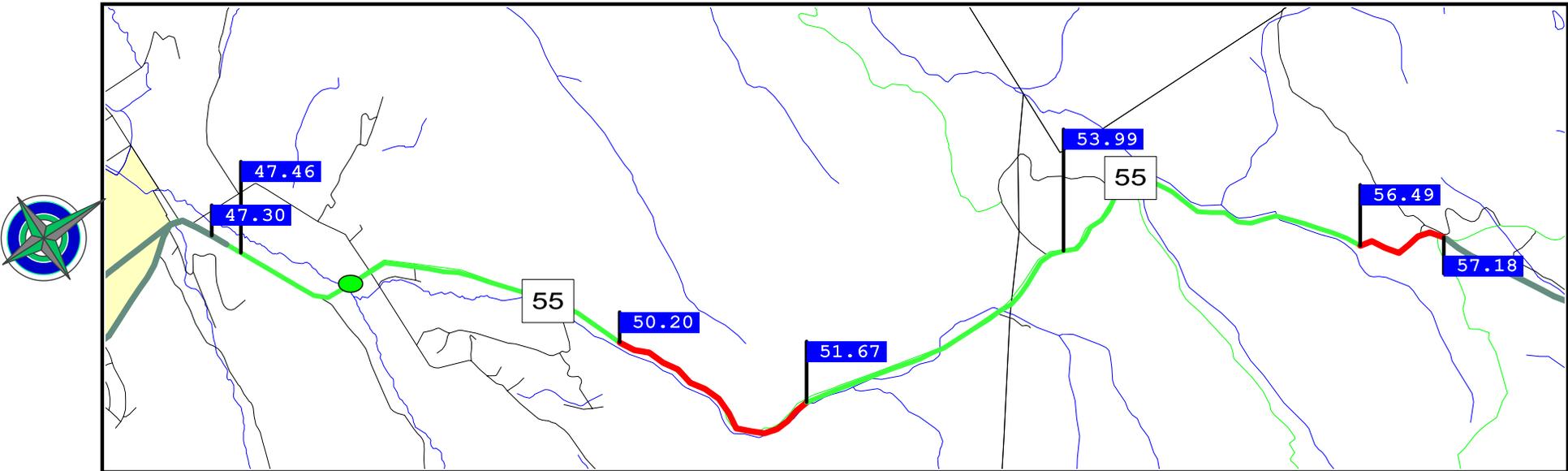


MILEPOSTS	44.65 - 47.00	47.00 - 47.30
COUNTY	ADA	ADA
HIGHWAY DISTRICT #	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	YES	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	2.355	0.303
NUM OF LANES (EXISTING)	4	4
LANES		
WIDTH	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	10	10
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--
ADT (CURRENT)	9,886	6,746
ADT (FUTURE) -- 20 YEAR	17,275	11,788
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	NO
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NO INFORMATION	NO INFORMATION
YEAR OF IMPROVEMENT	0000	0000
SEAL COAT YEAR	----	----
S/N OR D	2.8	2.8
PERCENT TRUCKS--PEAK	8	8
V/C RATIO	0.43	0.21
CRACK/ROUGH/FINAL INDEX	5.0/3.3/4.2	4.8/3.1/4.0

RURAL

TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: COST OF IMPROVEMENT	RESURFACE	RESURFACE
	2011	2011
	PSR < RESRF-PSR	PSR < RESRF-PSR
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$772,000	\$96,000
TOTAL	\$772,000	\$96,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	4	4

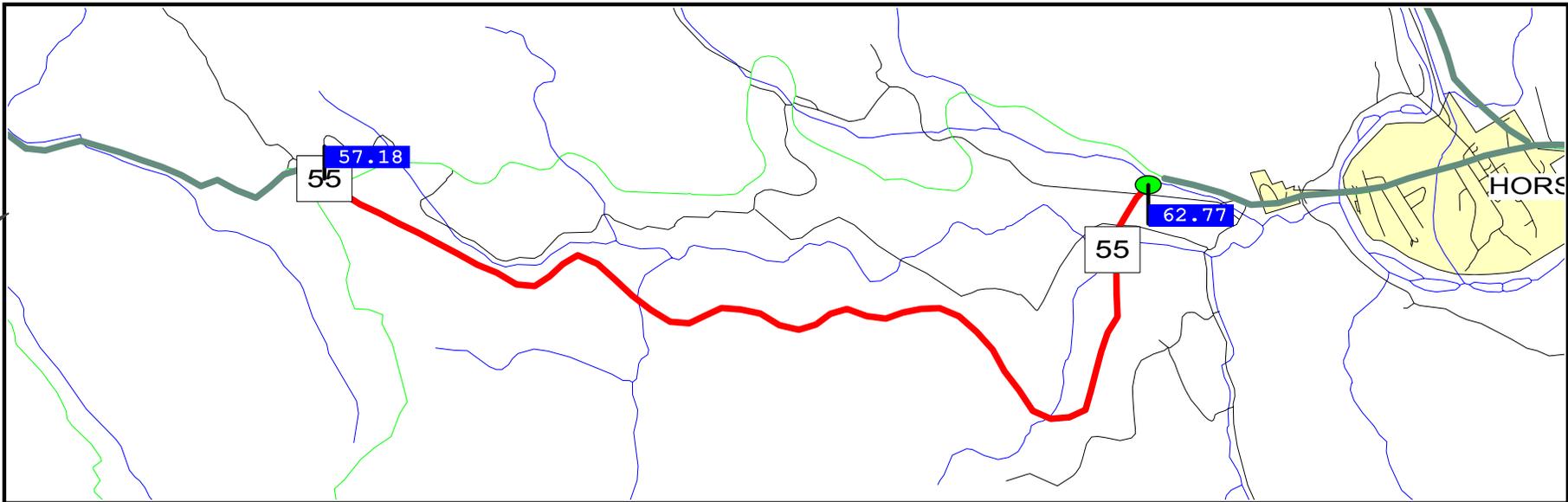
RURAL



MILEPOSTS	47.30 - 47.46	47.46 - 50.20	50.20 - 51.67	51.67 - 53.99	53.99 - 56.49	56.49 - 57.18
COUNTY	ADA	ADA	ADA	BOISE	BOISE	BOISE
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	YES	NO	NO	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.157	2.740	1.472	2.318	2.498	0.691
NUM OF LANES (EXISTING)	4	2	2	2	3	4
LANES						
WIDTH	48	24	24	24	36	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	10	10	5	8	5	5
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	6,500	4,758	4,300	4,300	4,300	4,284
ADT (FUTURE) -- 20 YEAR	11,358	7,338	6,192	6,192	6,192	6,181
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	TWO LANES	>= 3 LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	RUT FILLING &SS	RUT FILLING &SS	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	2001	2001	1966	1999	1999	1999
SEAL COAT YEAR	1988	1988	2001	2001	2001	2001
S/N OR D	6.4	6.4	1.7	6.2	2.8	2.8
PERCENT TRUCKS--PEAK	6	4	3	3	3	4
V/C RATIO	0.20	0.35	0.47	0.46	0.31	0.15
CRACK/ROUGH/FINAL INDEX	4.8/3.7/4.3	4.7/3.5/4.1	3.0/3.3/3.1	4.8/3.9/4.4	4.8/3.7/4.3	4.7/3.3/4.0

TYPE OF IMPROVEMENT	RESURF W/SHLDR	RESURFACE WITH
YEAR OF IMPROVEMENT	IMPROVE & ALIGN	SHLD IMPROVMENT
SYSTEM DEFICIENCY:	2005	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	VERT ALIGNMENT	SHLD WIDTH-R
COST OF IMPROVEMENT	SHLD WIDTH-R	
FOR ROW AND UTIL	\$82,000	\$17,000
FOR CONSTRUCTION	\$1,101,000	\$600,000
TOTAL	\$1,183,000	\$617,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	2	4

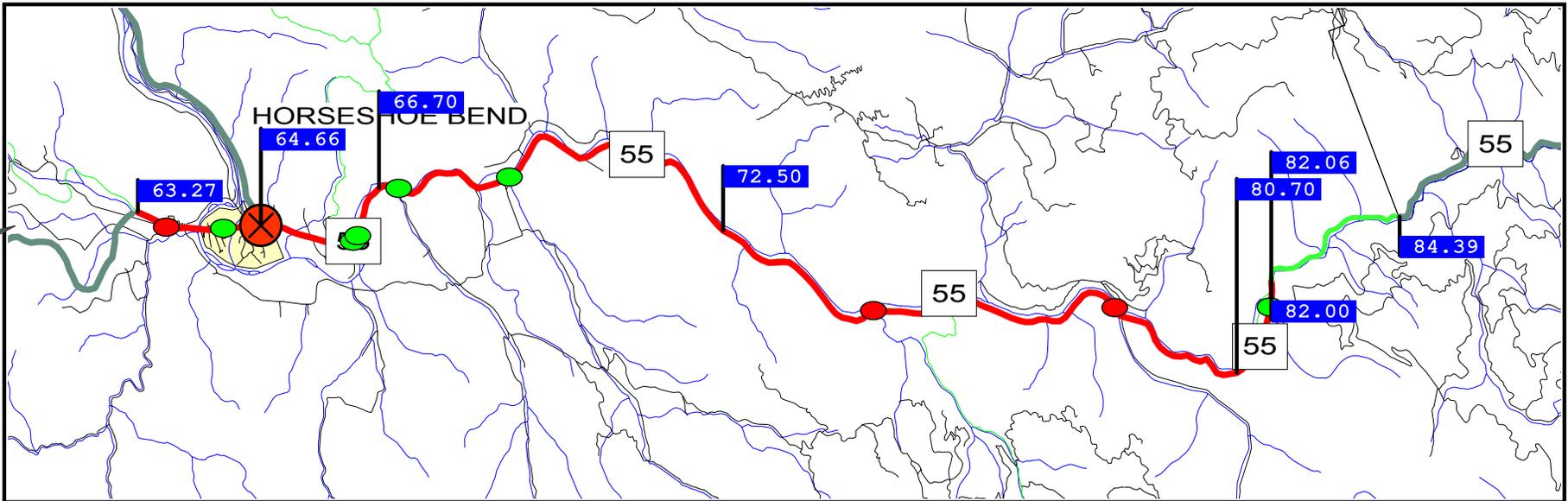
RURAL



MILEPOSTS	57.18 - 62.77
COUNTY	BOISE
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	5.591
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	5
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	4,071
ADT (FUTURE) -- 20 YEAR	5,967
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1991
SEAL COAT YEAR	----
S/N OR D	3.0
PERCENT TRUCKS--PEAK	9
V/C RATIO	0.14
CRACK/ROUGH/FINAL INDEX	4.5/3.5/4.0

TYPE OF IMPROVEMENT	RESURFACE WITH
	SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$134,000
FOR CONSTRUCTION	\$4,853,000
TOTAL	\$4,987,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	4

RURAL



MILEPOSTS	63.27 - 64.66	64.66 - 66.70	66.70 - 72.50	72.50 - 80.70	80.70 - 82.00	82.06 - 84.39
COUNTY	BOISE	BOISE	BOISE	BOISE	BOISE	BOISE
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	YES	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	YES	YES	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.386	2.044	5.805	8.194	1.301	2.329
NUM OF LANES (EXISTING)	2	2	2	2	4	2
LANES						
WIDTH	24	24	24	24	48	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	6	3	2	2	5	3
MATERIAL TYPE	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	4,800	4,300	4,223	3,778	2,800	2,800
ADT (FUTURE) -- 20 YEAR	7,008	6,290	6,177	5,527	4,080	4,080
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	ONE LANE	TWO LANES	ONE LANE	TWO LANES	ONE LANE	PARTIAL LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	C.R.A.B.S.	C.R.A.B.S.	NW CONS/RCN FLX	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1945	1971	1997	1997	1984	1976
SEAL COAT YEAR	2001	1999	1999	1999	1999	1993
S/N OR D	1.7	3.6	2.9	2.9	2.4	4.6
PERCENT TRUCKS--PEAK	7	8	9	9	7	7
V/C RATIO	0.42	0.46	0.57	0.51	0.12	0.37
CRACK/ROUGH/FINAL INDEX	5.0/3.3/4.2	4.0/3.3/3.7	5.0/3.2/4.1	4.7/3.4/4.1	3.5/3.4/3.5	4.5/3.4/4.0

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2011	RESURFACE WITH SHLD IMPROVMENT 2014	RESURF W/SHLDR IMPROVE & ALIGN 2011	RESURF W/SHLDR IMPROVE & ALIGN 2011	RESURFACE WITH SHLD IMPROVMENT 2007
YEAR OF IMPROVEMENT	2011	2014	2011	2011	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	HORIZ ALIGNMENT SHLD WIDTH-R	HORIZ ALIGNMENT SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$14,000	\$20,000	\$325,000	\$459,000	\$31,000
FOR CONSTRUCTION	\$468,000	\$691,000	\$4,342,000	\$6,129,000	\$1,129,000
TOTAL	\$482,000	\$711,000	\$4,667,000	\$6,588,000	\$1,160,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	2	2	2	2	4

S T R U C T U R E I M P R O V E M E N T S

STRUCTURE REPLACEMENTS

BRIDGE KEY	14760	14788
FEATURES	PAYETTE RIVER	FLEMING CREEK
MILEPOST	63.65	74.91
SQUARE FOOTAGE	11819	710
PROGRAMMED YEAR	9999	
SUFFICIENCY RATING	39.4	38.5
WEIGHT RESTRICTION	NO	NO
WIDTH RESTRICTION	YES	NO
HEIGHT RESTRICTION	NO	NO
DEFICIENCY	FUNCT OBSOLETE	STRUC DEFICIENT

STRUCTURE REPLACEMENTS

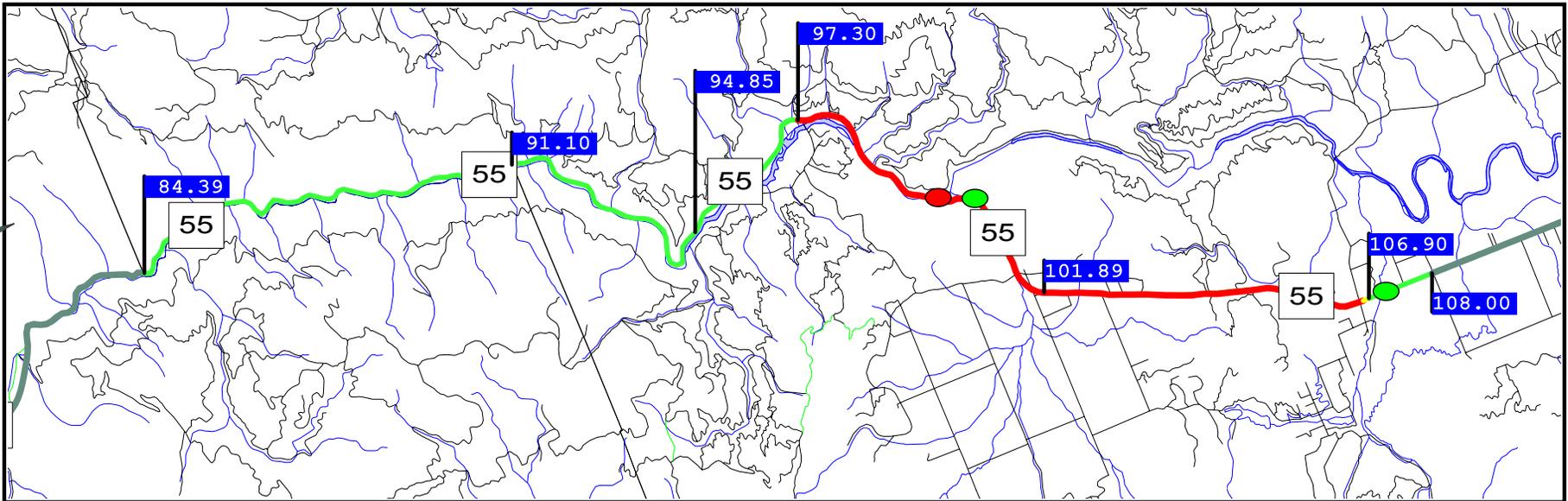
BRIDGE KEY	14790
FEATURES	S.FK. PAYETTE
MILEPOST	78.76
SQUARE FOOTAGE	10412
PROGRAMMED YEAR	
SUFFICIENCY RATING	48.5
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	NONE

RR CROSSING NUMBER	818750Y
TOTAL THROUGH TRAINS	2
TOT SWITCHING TRAINS	0
SPEED RANGE	3 TO 25
CROSSING SURFACE TYPE	ASPHALT
TYPES OF CONTROLS	
FLASHING LIGHTS	2
MAST MOUNTED	2
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	0
SPEED SELECTION	NOT APPLICABLE

R R C R O S S I N G I M P R O V E M E N T

TYPE OF IMPROVEMENT	LIGHTS/GATES
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	LIGHTS/GATES
COST OF IMPROVEMENT	
COST CONTROL	\$250,000
SURFACE	\$60,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$310,000
ADMINISTRATIVE	\$15,500
TOI CROSSING SURFACE	RUBBER

RURAL



MILEPOSTS	84.39 - 91.10	91.10 - 94.85	94.85 - 97.30	97.30 - 101.89	101.89 - 106.90	106.90 - 108.00
COUNTY	VALLEY					
HIGHWAY DISTRICT #	3					
FUNCTIONAL CLASS	OTHER PRIN ART					
FEDERAL AID SYSTEM	NHS					
RR-XINGS	NO					
STRUCTURES	NO					
TERRAIN TYPE	MOUNTAINOUS					
TYPE OF DEVELOPMENT	RURAL					
SECTION LENGTH	6.711	3.750	2.450	4.590	5.010	1.100
NUM OF LANES (EXISTING)	2					
LANES	2					
WIDTH	24					
MATERIAL TYPE	HIGH FLEXIBLE					
SHOULDER	4					
WIDTH	4					
MATERIAL TYPE	BITUMINOUS					
MEDIAN WIDTH	--					
ADT (CURRENT)	2,800					
ADT (FUTURE) -- 20 YEAR	4,080					
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL					
WIDENING FEASIBLE?	ONE LANE					
AVE. 5 YR. ACC. NOS.	.					
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY					
YEAR OF IMPROVEMENT	1976					
SEAL COAT YEAR	1993					
S/N OR D	4.6					
PERCENT TRUCKS--PEAK	7					
V/C RATIO	0.36					
CRACK/ROUGH/FINAL INDEX	5.0/3.4/4.2					

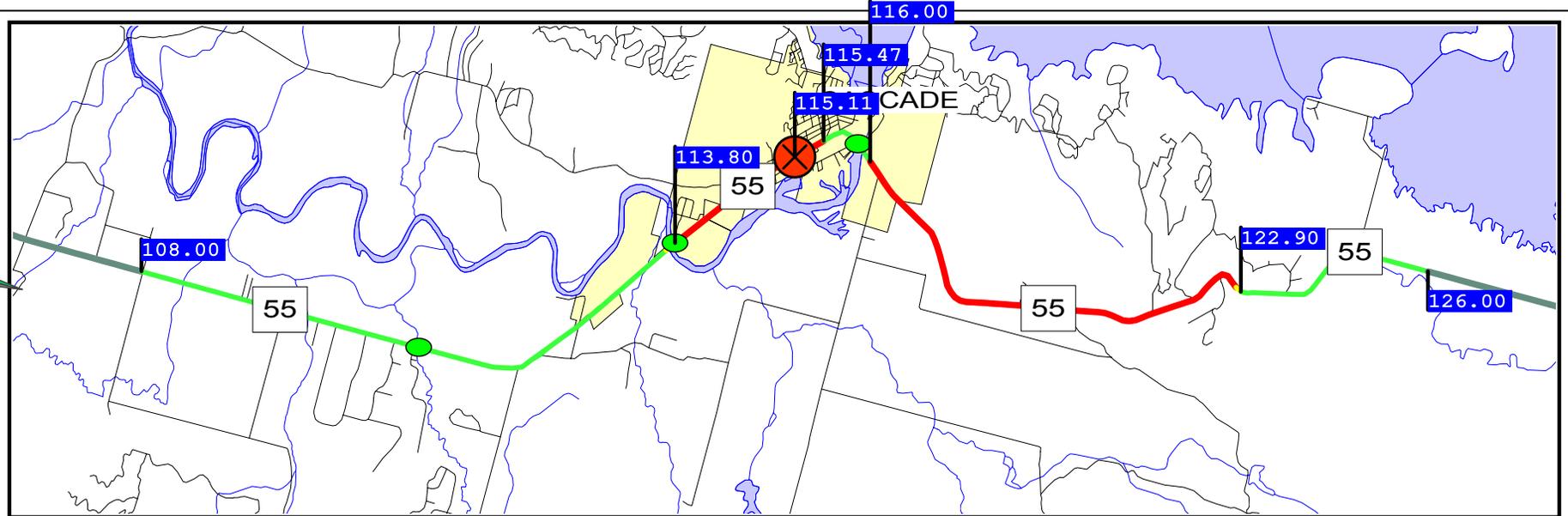
TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2003	RESURFACE WITH SHLD IMPROVMENT 2003
YEAR OF IMPROVEMENT		
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$55,000	\$60,000
FOR CONSTRUCTION	\$1,992,000	\$2,174,000
TOTAL	\$2,047,000	\$2,234,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2

S T R U C T U R E I M P R O V E M E N T S

STRUCTURE REPLACEMENTS

BRIDGE KEY	14805
FEATURES	UPRR;N.FK.PAYE
MILEPOST	99.81
SQUARE FOOTAGE	11603
PROGRAMMED YEAR	9999
SUFFICIENCY RATING	2.4
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICIENT

RURAL



MILEPOSTS	108.00 - 113.80	113.80 - 115.11	115.11 - 115.47	115.47 - 116.00	116.00 - 122.90	122.90 - 126.00
COUNTY	VALLEY					
HIGHWAY DISTRICT #	3					
FUNCTIONAL CLASS	OTHER PRIN ART					
FEDERAL AID SYSTEM	NHS					
RR-XINGS	NO					
STRUCTURES	YES					
TERRAIN TYPE	RURAL-FLAT					
TYPE OF DEVELOPMENT	RURAL					
SECTION LENGTH	5.800	1.306	0.365	0.529	6.900	3.100
NUM OF LANES (EXISTING)	2					
LANES	2					
WIDTH	24					
MATERIAL TYPE	HIGH FLEXIBLE					
SHOULDER	5					
WIDTH	8					
MATERIAL TYPE	COMBINATION					
MEDIAN WIDTH	--					
ADT (CURRENT)	3,203	4,400	4,400	3,626	3,287	3,164
ADT (FUTURE) -- 20 YEAR	4,676	6,361	6,361	5,252	4,780	4,610
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL					
WIDENING FEASIBLE?	>= 3 LANES					
AVE. 5 YR. ACC. NOS.	.					
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY					
YEAR OF IMPROVEMENT	1975	1975	1975	1972	C.R.A.B.S.	1998
SEAL COAT YEAR	2001	2001	2001	2001	2001	2001
S/N OR D	4.0	4.0	4.0	3.0	3.0	6.8
PERCENT TRUCKS--PEAK	7	4	4	5	7	7
V/C RATIO	0.28	0.38	0.43	0.32	0.28	0.28
CRACK/ROUGH/FINAL INDEX	5.0/3.8/4.4	2.4/2.6/2.5	2.5/3.0/2.7	5.0/2.8/4.0	5.0/3.6/4.3	5.0/3.6/4.3

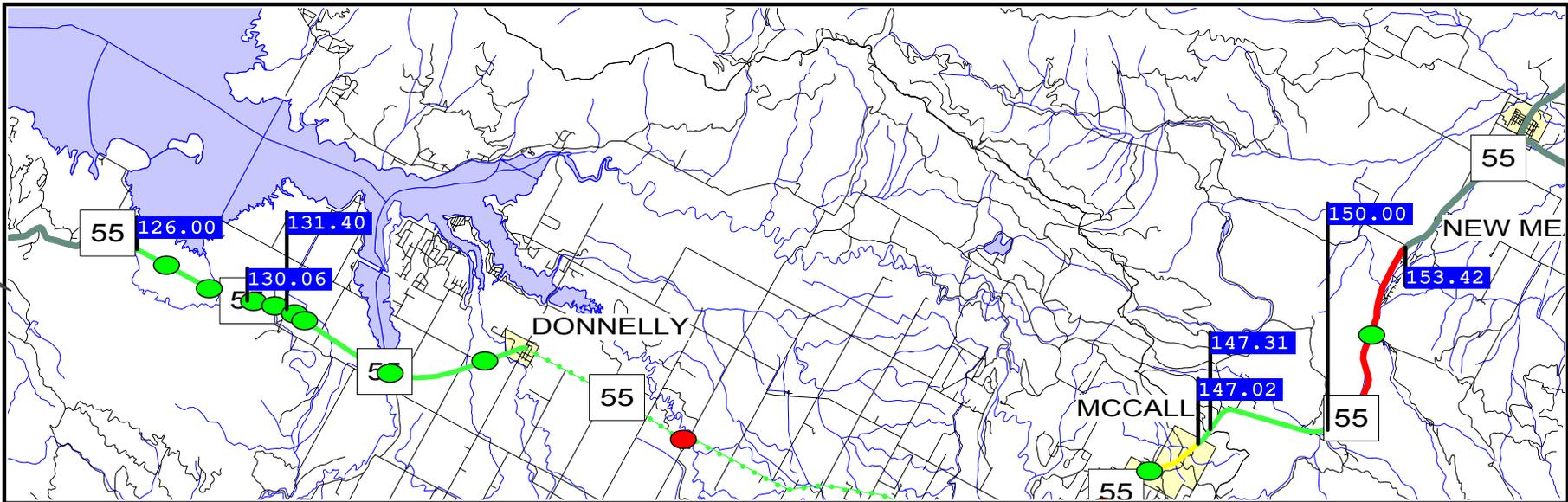
TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE	RESURF W/SHLDR IMPROVE & ALIGN
YEAR OF IMPROVEMENT	2003	2004	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHOULDER TYPE		HORIZ ALIGNMENT
COST OF IMPROVEMENT			SHLD WIDTH-R
FOR ROW AND UTIL	\$8,000	\$0	\$262,000
FOR CONSTRUCTION	\$415,000	\$58,000	\$3,754,000
TOTAL	\$423,000	\$58,000	\$4,016,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2

RR CROSSING NUMBER	818775U
TOTAL THROUGH TRAINS	2
TOT SWITCHING TRAINS	0
SPEED RANGE	0 TO 20
CROSSING SURFACE TYPE	SECTION TIMBER
TYPES OF CONTROLS	
FLASHING LIGHTS	4
CANT OVER ROAD	2
MAST MOUNTED	2
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	0
SPEED SELECTION	NO

R R C R O S S I N G I M P R O V E M E N T

TYPE OF IMPROVEMENT	LIGHTS/GATES
YEAR OF IMPROVEMENT	05
RR XING DEFICIENCY	LIGHTS/GATES
COST OF IMPROVEMENT	
COST CONTROL	\$250,000
SURFACE	\$60,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$310,000
ADMINISTRATIVE	\$15,500
TOI CROSSING SURFACE	RUBBER

RURAL



MILEPOSTS	126.00 - 130.06	130.06 - 131.40	131.40 - 142.80	142.80 - 147.02	147.02 - 147.31	147.31 - 150.00	150.00 - 153.42
COUNTY	VALLEY	VALLEY	VALLEY	VALLEY	ADAMS	ADAMS	ADAMS
HIGHWAY DISTRICT #	3	3	3	3	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	YES	YES	NO	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	4.056	1.343	11.397	0.286	2.690	3.428	
NUM OF LANES (EXISTING)	2	2	2	2	2	2	2
LANES							
WIDTH	24	24	24	24	24	22	
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	MIXED BITUMNOUS	MIXED BITUMNOUS	MIXED BITUMNOUS	MIXED BITUMNOUS
SHOULDER							
WIDTH	6	5	3	3	3	2	
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	STABILIZED	COMBINATION	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--	--
ADT (CURRENT)	3,073	2,883	3,971	3,200	2,790	2,900	
ADT (FUTURE) -- 20 YEAR	4,495	4,226	5,786	4,654	4,089	4,250	
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	TWO LANES	TWO LANES	PARTIAL LANE	>= 3 LANES	NO	
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.
YEAR OF IMPROVEMENT	1998	1998	1998	1999	1999	1999	1999
SEAL COAT YEAR	2001	2001	2001	2001	2001	2001	2001
S/N OR D	6.2	5.8	6.7	3.8	3.2	2.6	
PERCENT TRUCKS--PEAK	8	9	7	6	9	9	
V/C RATIO	0.31	0.30	0.36	0.29	0.37	0.41	
CRACK/ROUGH/FINAL INDEX	5.0/3.7/4.4	5.0/3.3/4.2	4.8/3.3/4.1	5.0/3.6/4.3	5.0/3.5/4.3	5.0/3.4/4.2	

TYPE OF IMPROVEMENT

YEAR OF IMPROVEMENT

SYSTEM DEFICIENCY:

SYSTEM DEFICIENCY:

SYSTEM DEFICIENCY:

SYSTEM DEFICIENCY:

COST OF IMPROVEMENT

FOR ROW AND UTIL

FOR CONSTRUCTION

TOTAL

ACCESS CONTROL (FUTURE)

NUM OF LANES (DES.)

RESURF W/SHLDR
IMPROVE & ALIGN
2011

LANE WIDTH
HORIZ ALIGNMENT
NUMBER OF LANES
PSR < RESRF-PSR
SHLD WIDTH-R

\$192,000

\$2,564,000

\$2,756,000

NO CONTROL

2

S T R U C T U R E I M P R O V E M E N T S

STRUCTURE REPLACEMENTS

BRIDGE KEY

14875

FEATURES

LAKE FORK CANA

MILEPOST

140.82

SQUARE FOOTAGE

468

PROGRAMMED YEAR

2002

SUFFICIENCY RATING

73.3

WEIGHT RESTRICTION

NO

WIDTH RESTRICTION

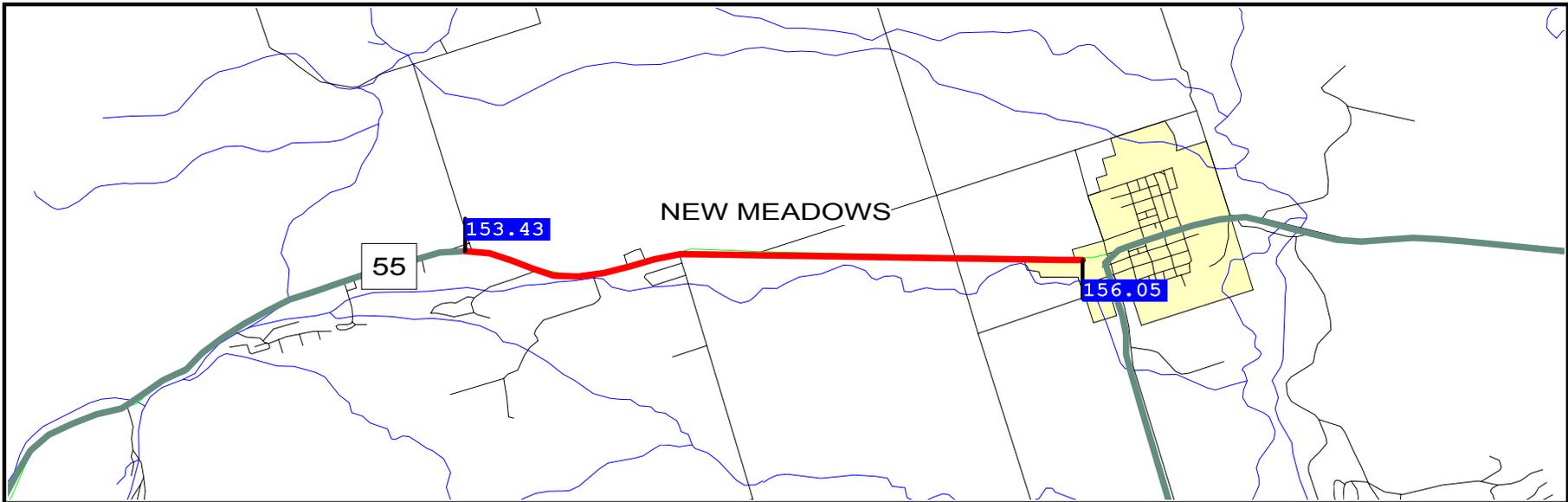
YES

HEIGHT RESTRICTION

NO

DEFICIENCY

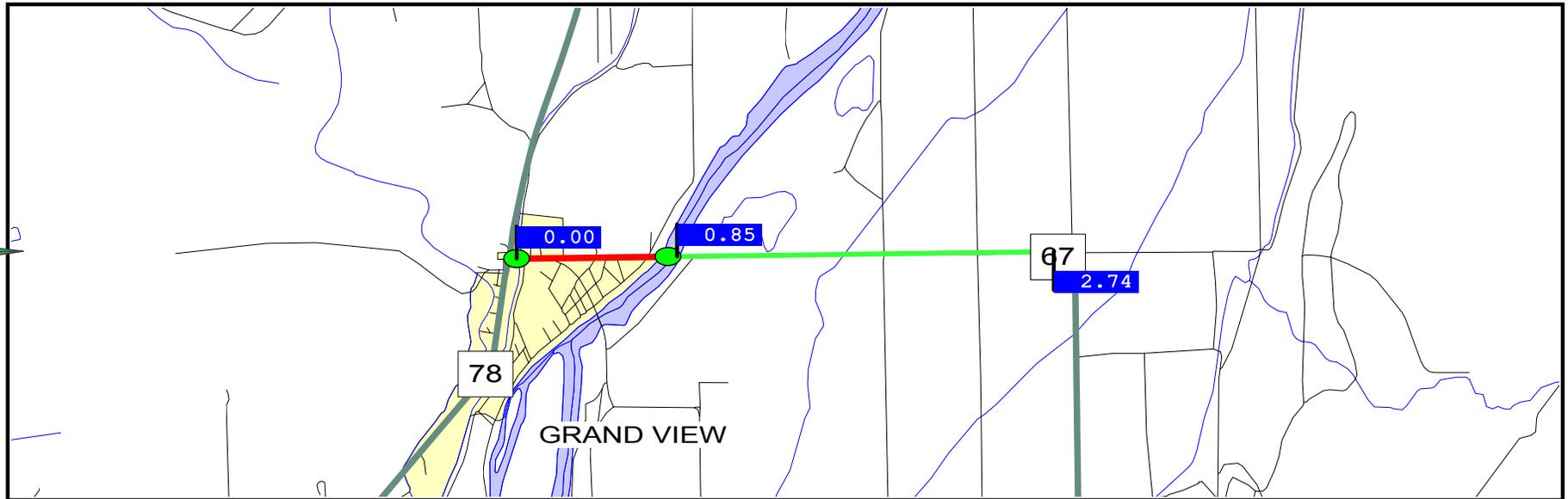
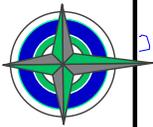
FUNCT OBSOLETE



RURAL

MILEPOSTS	153.43 - 156.05
COUNTY	ADAMS
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	2.627
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	22
MATERIAL TYPE	MIXED BITUMNOUS
SHOULDER	
WIDTH	2
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	2,963
ADT (FUTURE) -- 20 YEAR	4,334
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	C.R.A.B.S.
YEAR OF IMPROVEMENT	1999
SEAL COAT YEAR	2001
S/N OR D	4.3
PERCENT TRUCKS--PEAK	8
V/C RATIO	0.29
CRACK/ROUGH/FINAL INDEX	5.0/3.4/4.3

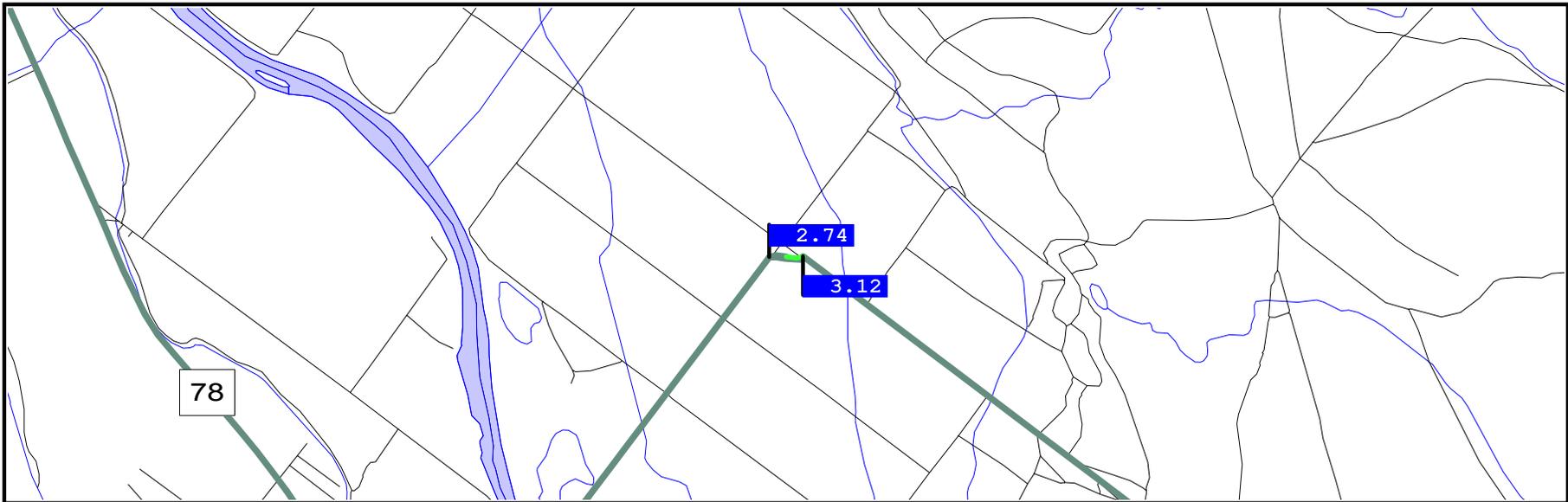
TYPE OF IMPROVEMENT	RECONST WIDER
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	LANE WIDTH
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$189,000
FOR CONSTRUCTION	\$2,370,000
TOTAL	\$2,559,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2



RURAL

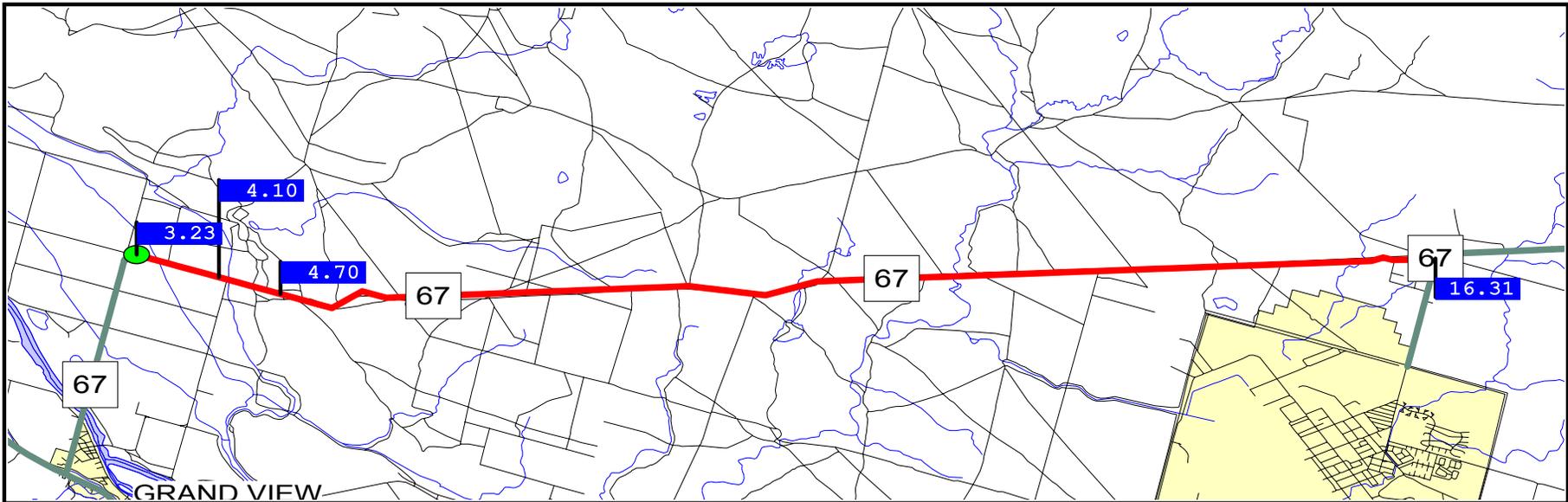
MILEPOSTS	0.00 - 0.85	0.85 - 2.74
COUNTY	OWYHEE	ELMORE
HIGHWAY DISTRICT #	3	3
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	YES	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	DENSE	RURAL
SECTION LENGTH	0.852	1.888
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	4	2
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--
ADT (CURRENT)	1,625	755
ADT (FUTURE) -- 20 YEAR	1,999	929
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NO INFORMATION	NO INFORMATION
YEAR OF IMPROVEMENT	0000	0000
SEAL COAT YEAR	----	----
S/N OR D	2.1	2.1
PERCENT TRUCKS--PEAK	6	6
V/C RATIO	0.10	0.04
CRACK/ROUGH/FINAL INDEX	2.4/2.7/2.5	5.0/3.5/4.4

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2005
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$7,000
FOR CONSTRUCTION	\$210,000
TOTAL	\$217,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2



RURAL

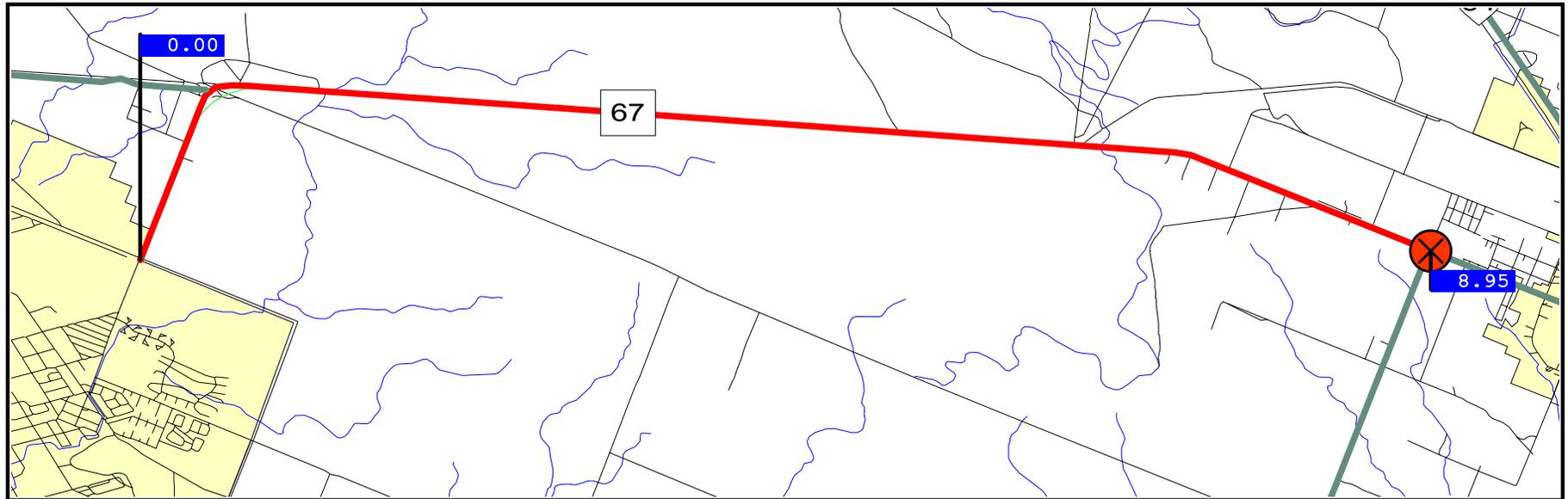
MILEPOSTS	2.74 - 3.12
COUNTY	ELMORE
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.380
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	2
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	1,600
ADT (FUTURE) -- 20 YEAR	1,952
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NO INFORMATION
YEAR OF IMPROVEMENT	0000
SEAL COAT YEAR	----
S/N OR D	2.5
PERCENT TRUCKS--PEAK	3
V/C RATIO	0.09
CRACK/ROUGH/FINAL INDEX	5.0/4.1/4.6



MILEPOSTS	3.23 - 4.10	4.10 - 4.70	4.70 - 16.31
COUNTY	ELMORE	ELMORE	ELMORE
HIGHWAY DISTRICT #	3	3	3
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO
STRUCTURES	YES	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	DENSE	RURAL
SECTION LENGTH	0.870	0.600	11.609
NUM OF LANES (EXISTING)	2	2	2
LANES			
WIDTH	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	4	5	4
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--
ADT (CURRENT)	899	1,100	1,225
ADT (FUTURE) -- 20 YEAR	1,108	1,358	1,513
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NO INFORMATION	NO INFORMATION	NO INFORMATION
YEAR OF IMPROVEMENT	0000	0000	0000
SEAL COAT YEAR	----	----	----
S/N OR D	2.1	2.1	2.1
PERCENT TRUCKS--PEAK	7	8	8
V/C RATIO	0.05	0.06	0.06
CRACK/ROUGH/FINAL INDEX	2.5/3.5/2.9	2.4/3.3/2.8	1.7/2.6/2.1

RURAL

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2006	2005	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$0	\$5,000	\$93,000
FOR CONSTRUCTION	\$127,000	\$148,000	\$2,856,000
TOTAL	\$127,000	\$153,000	\$2,949,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2



RURAL

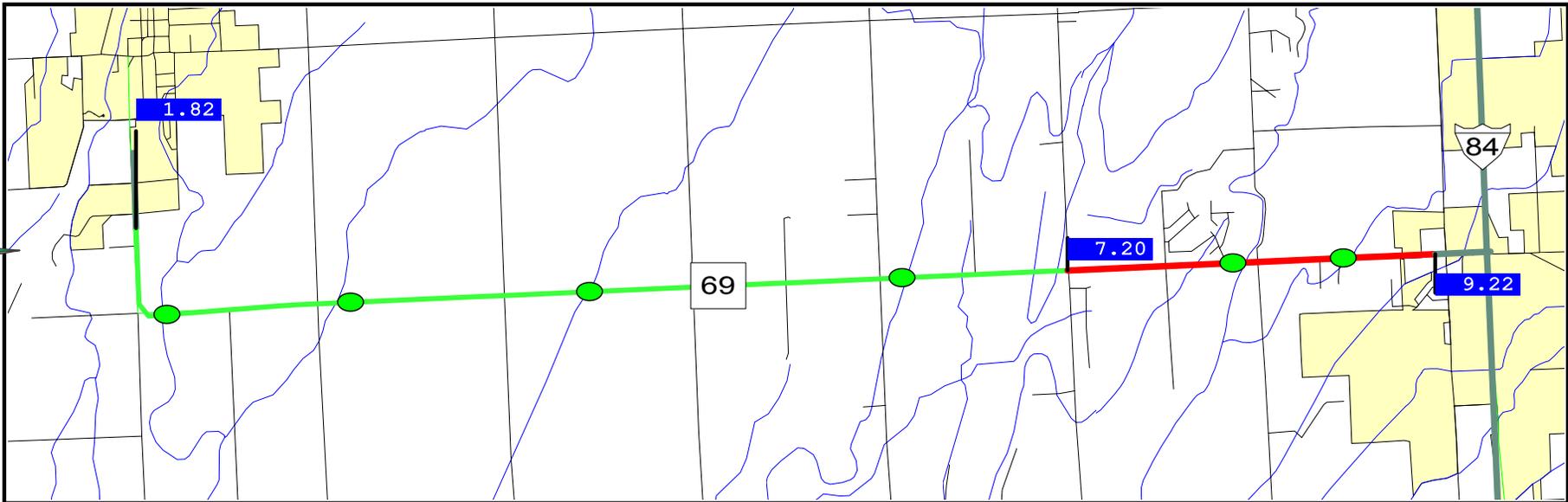
MILEPOSTS	0.00 - 8.95
COUNTY	ELMORE
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	YES
STRUCTURES	NO
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	8.954
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	3
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	9,800
ADT (FUTURE) -- 20 YEAR	11,934
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1966
SEAL COAT YEAR	1992
S/N OR D	2.7
PERCENT TRUCKS--PEAK	2
V/C RATIO	0.17
CRACK/ROUGH/FINAL INDEX	2.3/3.2/2.7

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$72,000
FOR CONSTRUCTION	\$4,799,000
TOTAL	\$4,871,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	4

RR CROSSING NUMBER	812993F
TOTAL THROUGH TRAINS	1
TOT SWITCHING TRAINS	0
SPEED RANGE	3 TO 20
CROSSING SURFACE TYPE	ASPHALT
TYPES OF CONTROLS	
FLASHING LIGHTS	0
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	0
SPEED SELECTION	NOT APPLICABLE

R R C R O S S I N G I M P R O V E M E N T

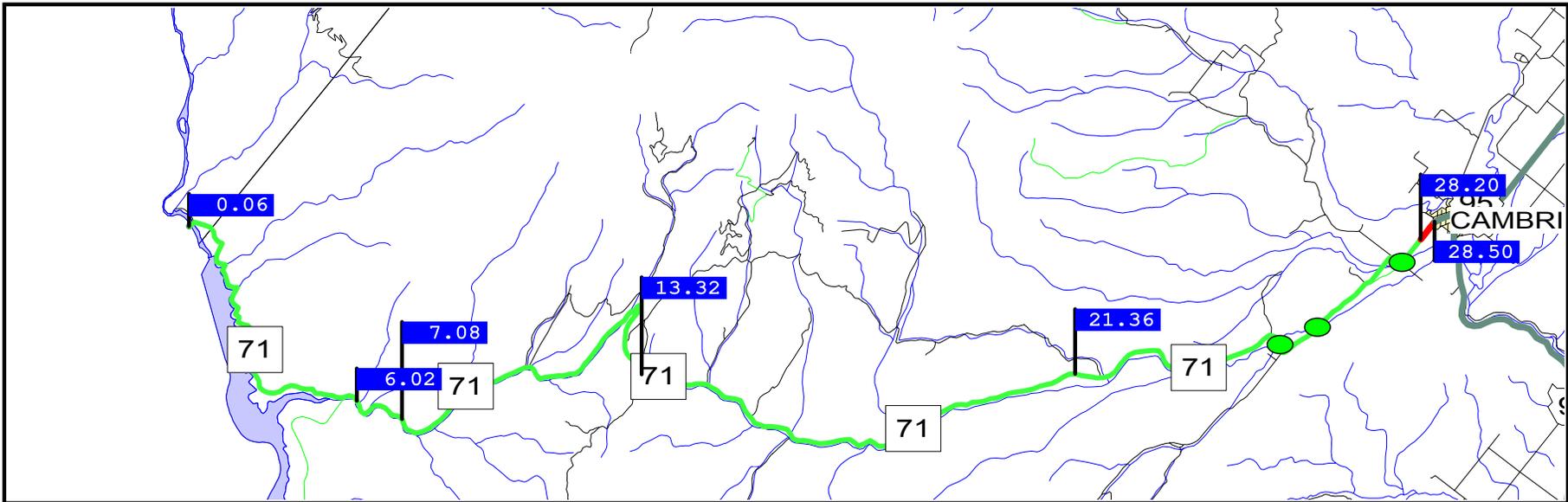
TYPE OF IMPROVEMENT	FLASHING LIGHTS
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	FLASHING LIGHTS
COST OF IMPROVEMENT	
COST CONTROL	\$150,000
SURFACE	\$120,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$270,000
ADMINISTRATIVE	\$13,500
TOI CROSSING SURFACE	RUBBER



RURAL

MILEPOSTS	1.82 - 7.20	7.20 - 9.22
COUNTY	ADA	ADA
HIGHWAY DISTRICT #	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	5.379	2.018
NUM OF LANES (EXISTING)	4	4
LANES		
WIDTH	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	10	8
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--
ADT (CURRENT)	7,191	12,501
ADT (FUTURE) -- 20 YEAR	10,335	17,966
ACCESS CONTROL (CURRENT)	NO CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	2001	1990
SEAL COAT YEAR	1999	1999
S/N OR D	4.6	2.8
PERCENT TRUCKS--PEAK	3	3
V/C RATIO	0.13	0.23
CRACK/ROUGH/FINAL INDEX	5.0/3.7/4.4	4.8/3.8/4.3

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$662,000
TOTAL	\$662,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL
NUM OF LANES (DES.)	4



RURAL

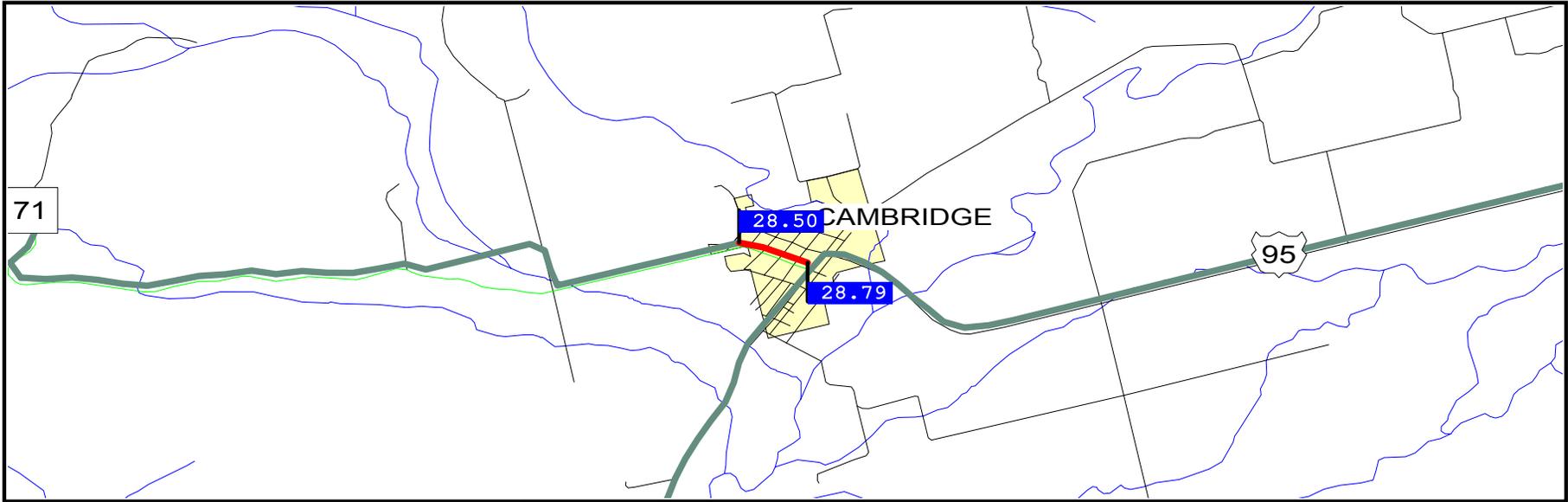
MILEPOSTS	0.06 - 6.02	6.02 - 7.08	7.08 - 13.32	13.32 - 21.36	21.36 - 28.20	28.20 - 28.50
COUNTY	WASHINGTON	WASHINGTON	WASHINGTON	WASHINGTON	WASHINGTON	WASHINGTON
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	YES	NO
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	DENSE
SECTION LENGTH	5.960	1.060	6.240	8.045	6.835	0.301
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	MIXED BITUMNOUS
SHOULDER						
WIDTH	1	1	1	2	1	2
MATERIAL TYPE	EARTH	EARTH	STABILIZED	COMBINATION	STABILIZED	STABILIZED
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	220	220	220	297	375	730
ADT (FUTURE) -- 20 YEAR	275	275	273	364	458	889
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	PARTIAL LANE	PARTIAL LANE	PARTIAL LANE	PARTIAL LANE	PARTIAL LANE	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLY	PLNT MIX OVLY	PLNT MIX OVLY	PLNT MIX OVLY	PLNT MIX OVLY	ROAD MIX OVLY
YEAR OF IMPROVEMENT	1996	1999	1996	1996	1996	1963
SEAL COAT YEAR	1997	1997	1997	1997	1997	1991
S/N OR D	3.2	3.3	3.2	3.3	3.3	2.2
PERCENT TRUCKS--PEAK	13	13	10	5	4	2
V/C RATIO	0.03	0.03	0.03	0.03	0.04	0.07
CRACK/ROUGH/FINAL INDEX	5.0/3.1/4.2	5.0/2.8/4.1	5.0/3.4/4.3	5.0/3.5/4.4	5.0/3.4/4.3	1.0/2.1/1.4

TYPE OF IMPROVEMENT
 YEAR OF IMPROVEMENT
 SYSTEM DEFICIENCY:
 SYSTEM DEFICIENCY:
 COST OF IMPROVEMENT
 FOR ROW AND UTIL
 FOR CONSTRUCTION
 TOTAL
 ACCESS CONTROL (FUTURE)
 NUM OF LANES (DES.)

PAVEMNT-RECONST
 2003
 PSR < RESRF-PSR
 PSR < RECON-PSR

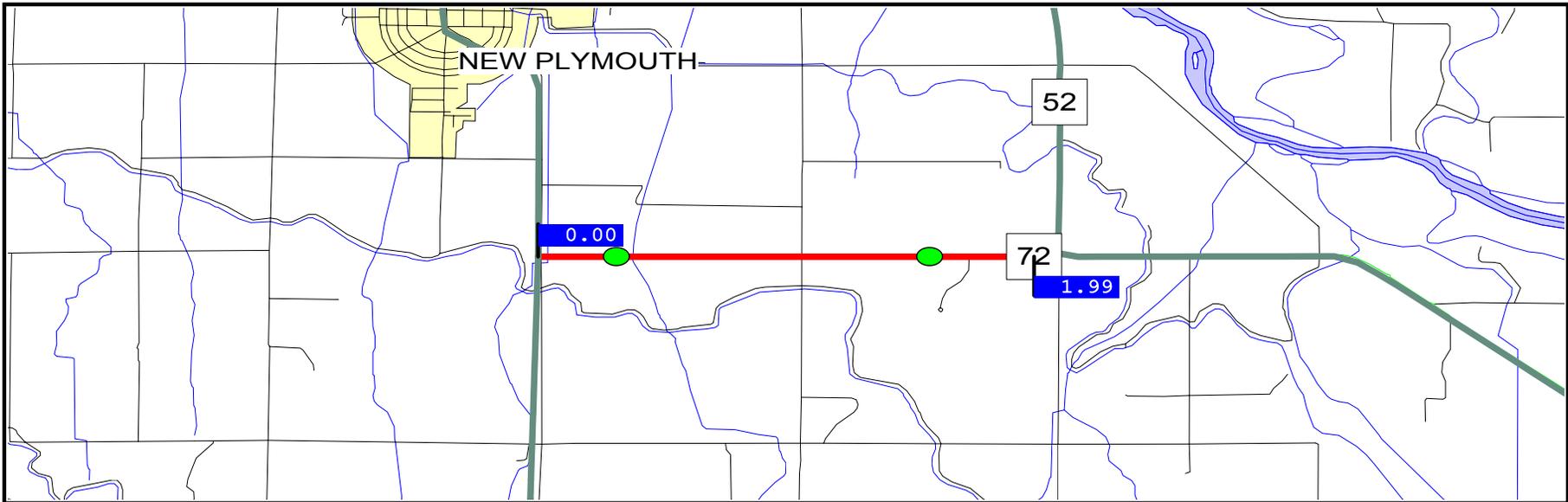
 \$7,000
 \$230,000
 \$237,000
 PARTIAL CONTROL
 2

RURAL



MILEPOSTS	28.50 - 28.79
COUNTY	WASHINGTON
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-ROLLING
TYPE OF DEVELOPMENT	DENSE
SECTION LENGTH	0.289
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	MIXED BITUMINOUS
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
ADT (CURRENT)	980
ADT (FUTURE) -- 20 YEAR	1,191
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	ONE LANE
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	ROAD MIX OVLAY
YEAR OF IMPROVEMENT	1963
SEAL COAT YEAR	1991
S/N OR D	2.2
PERCENT TRUCKS--PEAK	1
V/C RATIO	0.09
CRACK/ROUGH/FINAL INDEX	1.3/2.2/1.6

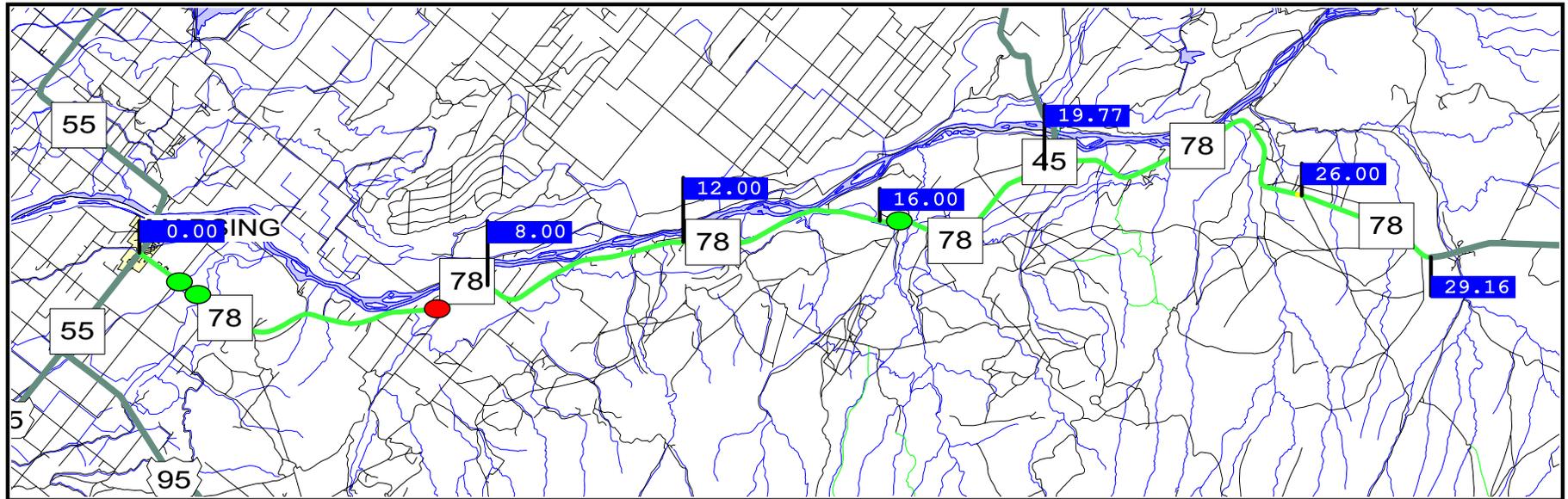
TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$42,000
TOTAL	\$42,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL
NUM OF LANES (DES.)	2



MILEPOSTS	0.00 - 1.99
COUNTY	PAYETTE
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	1.989
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	2
MATERIAL TYPE	COMBINATION
MEDIAN WIDTH	--
ADT (CURRENT)	2,401
ADT (FUTURE) -- 20 YEAR	2,941
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	COLD IN PL RECY
YEAR OF IMPROVEMENT	1993
SEAL COAT YEAR	----
S/N OR D	2.8
PERCENT TRUCKS--PEAK	4
V/C RATIO	0.14
CRACK/ROUGH/FINAL INDEX	4.0/2.7/3.4

RURAL

TYPE OF IMPROVEMENT	RESURFACE WITH
	SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2013
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$20,000
FOR CONSTRUCTION	\$569,000
TOTAL	\$589,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2



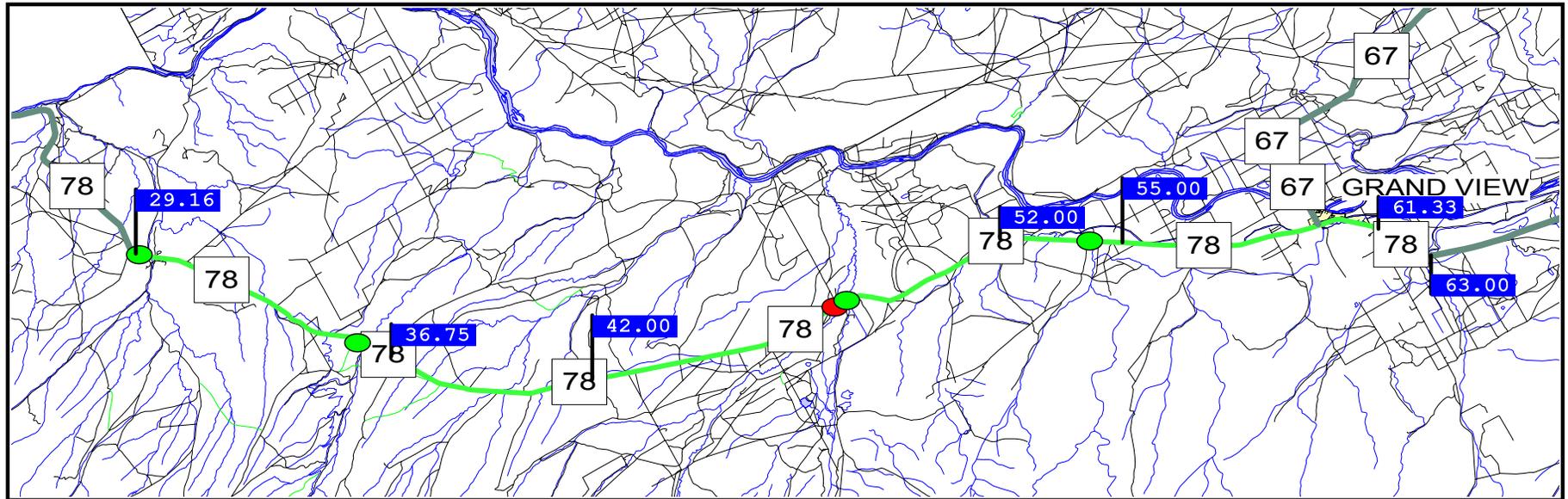
RURAL

MILEPOSTS	0.00 - 8.00	8.00 - 12.00	12.00 - 16.00	16.00 - 19.78	19.77 - 26.00	26.00 - 29.16
COUNTY	OWYHEE	OWYHEE	OWYHEE	OWYHEE	OWYHEE	OWYHEE
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	8.000	4.000	4.000	3.775	6.225	3.158
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	MIXED BITUMNOUS					
SHOULDER						
WIDTH	5	3	3	3	3	3
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	785	795	1,100	991	591	570
ADT (FUTURE) -- 20 YEAR	967	1,001	1,394	1,258	747	722
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.
YEAR OF IMPROVEMENT	1999	1999	1997	1997	1999	1999
SEAL COAT YEAR	2000	2000	2000	2000	2000	2000
S/N OR D	3.0	3.0	2.7	2.7	2.4	2.4
PERCENT TRUCKS--PEAK	7	16	18	19	18	18
V/C RATIO	0.04	0.03	0.02	0.03	0.03	0.03
CRACK/ROUGH/FINAL INDEX	5.0/3.6/4.4	5.0/3.6/4.4	5.0/3.4/4.4	5.0/3.3/4.3	5.0/3.3/4.3	5.0/3.6/4.4

S T R U C T U R E I M P R O V E M E N T S

STRUCTURE REPLACEMENTS

BRIDGE KEY	15263
FEATURES	SQUAW CREEK
MILEPOST	6.87
SQUARE FOOTAGE	552
PROGRAMMED YEAR	
SUFFICIENCY RATING	84.8
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	NONE



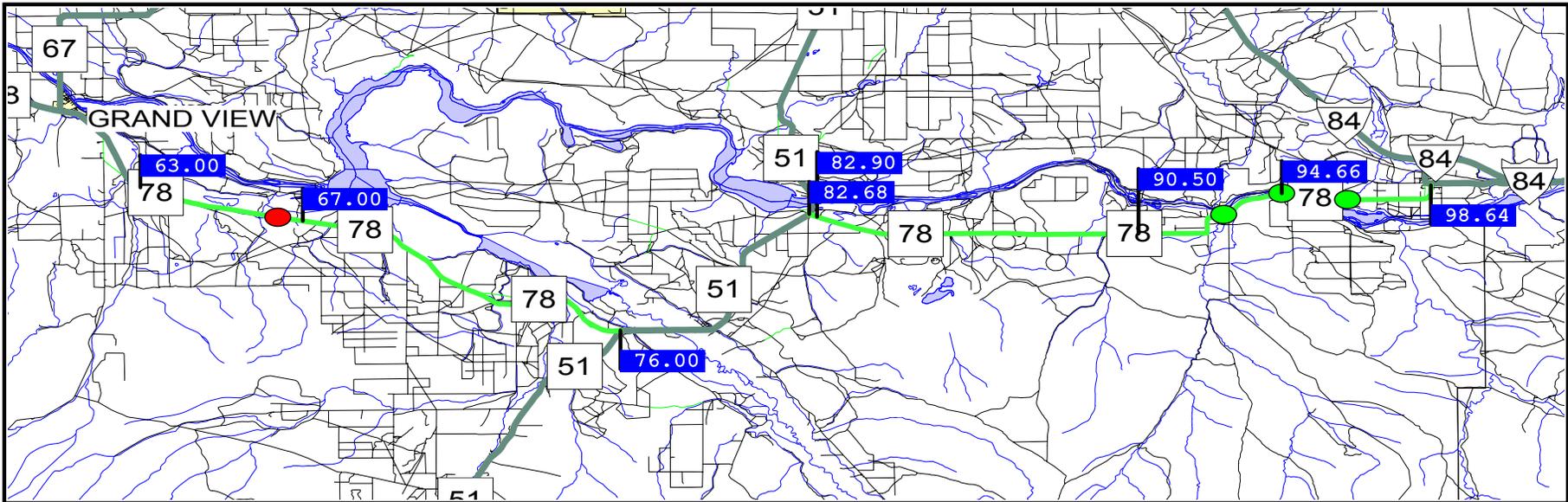
MILEPOSTS	29.16 - 36.75	36.75 - 42.00	42.00 - 52.00	52.00 - 55.00	55.00 - 61.33	61.33 - 63.00
COUNTY	OWYHEE	OWYHEE	OWYHEE	OWYHEE	OWYHEE	OWYHEE
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	YES	YES	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	7.592	5.250	10.000	3.000	6.326	1.674
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	MIXED BITUMINOUS	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	4	2	2	3	3	3
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	424	400	465	664	933	638
ADT (FUTURE) -- 20 YEAR	545	512	593	835	1,145	774
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	C.R.A.B.S.	PLNT MIX OVLAY	PLNT MIX OVLAY	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.
YEAR OF IMPROVEMENT	1999	1995	1994	2000	2000	2000
SEAL COAT YEAR	2000	2000	1995	1995	1995	1995
S/N OR D	2.8	3.1	3.1	2.8	2.8	2.6
PERCENT TRUCKS--PEAK	24	23	21	15	10	9
V/C RATIO	0.03	0.03	0.03	0.03	0.04	0.03
CRACK/ROUGH/FINAL INDEX	5.0/3.6/4.4	5.0/3.5/4.4	5.0/3.3/4.3	5.0/3.5/4.4	5.0/3.5/4.4	5.0/3.3/4.3

RURAL

S T R U C T U R E I M P R O V E M E N T S

STRUCTURE REPLACEMENTS

BRIDGE KEY	15275
FEATURES	CATHERINE CREE
MILEPOST	47.85
SQUARE FOOTAGE	646
PROGRAMMED YEAR	
SUFFICIENCY RATING	58.6
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICIENT

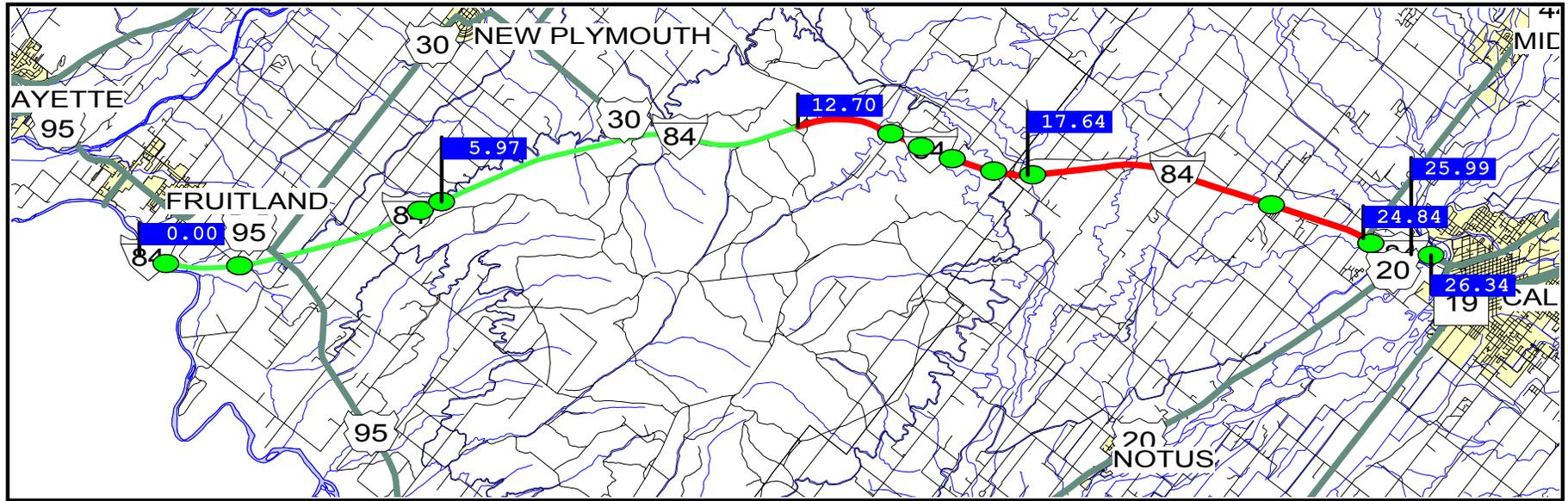


RURAL

MILEPOSTS	63.00 - 67.00	67.00 - 76.00	82.68 - 82.90	82.90 - 90.50	90.50 - 94.66	94.66 - 98.64
COUNTY	OWYHEE	OWYHEE	OWYHEE	OWYHEE	OWYHEE	ELMORE
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	4.000	9.004	0.220	7.600	4.164	3.976
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	MIXED BITUMINOUS	MIXED BITUMINOUS	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	3	3	2	2	1	1
MATERIAL TYPE	COMBINATION	COMBINATION	STABILIZED	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	560	543	420	420	443	507
ADT (FUTURE) -- 20 YEAR	678	659	520	520	548	625
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	C.R.A.B.S.	C.R.A.B.S.	NW CONS/RCN FLX	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.
YEAR OF IMPROVEMENT	2000	2000	1955	1998	1998	1998
SEAL COAT YEAR	1995	1995	1995	1995	1995	1995
S/N OR D	2.6	2.6	2.4	3.2	3.2	2.8
PERCENT TRUCKS--PEAK	10	11	8	8	8	7
V/C RATIO	0.03	0.03	0.02	0.02	0.03	0.03
CRACK/ROUGH/FINAL INDEX	4.9/3.5/4.3	5.0/3.5/4.4	5.0/2.5/4.0	5.0/3.2/4.3	5.0/3.5/4.4	5.0/3.3/4.4

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

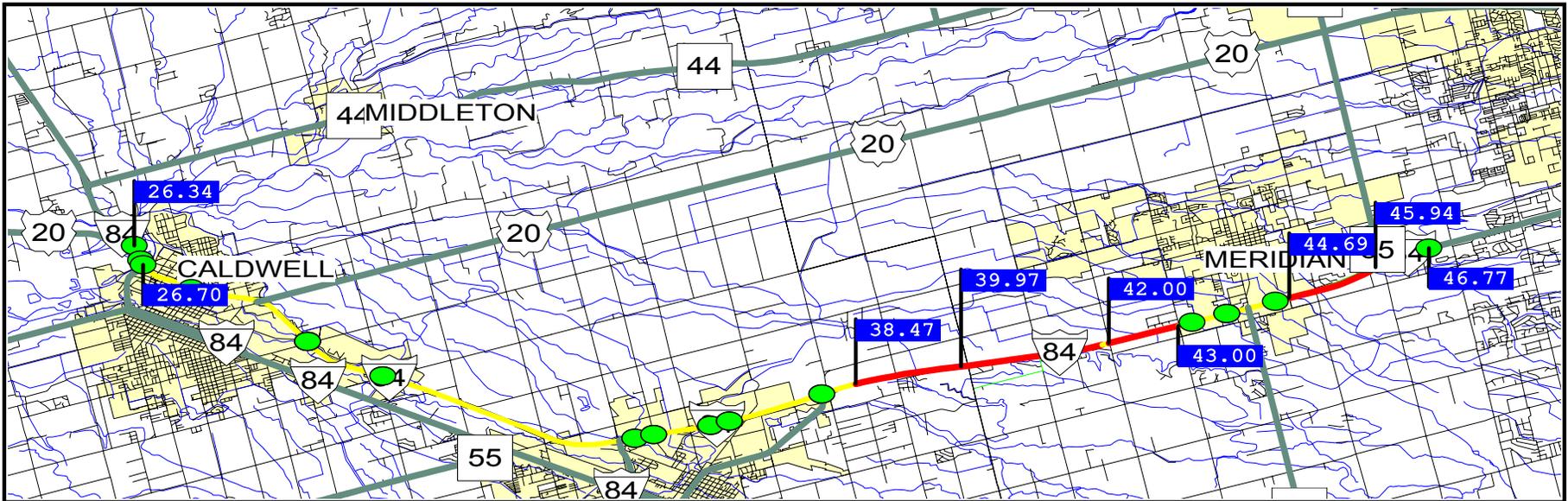
BRIDGE KEY	15290
FEATURES	BYBEE CANAL
MILEPOST	66.48
SQUARE FOOTAGE	949
PROGRAMMED YEAR	
SUFFICIENCY RATING	37.8
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICIENT



MILEPOSTS	0.00 - 5.97	5.97 - 12.70	12.70 - 17.64	17.64 - 24.84	24.84 - 25.99	25.99 - 26.34
COUNTY	PAYETTE	PAYETTE	CANYON	CANYON	CANYON	CANYON
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	YES	YES	YES	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	5.968	6.732	4.940	7.199	1.152	0.352
NUM OF LANES (EXISTING)	4	4	4	4	4	6
LANES						
WIDTH	48	48	48	48	48	72
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	RIGID PLAIN JNT	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	10	10	10	10	10	10
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	TIED PORTLND CC	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	76	76	76	76	76	20
ADT (CURRENT)	16,046	16,670	17,244	17,500	25,000	27,898
ADT (FUTURE) -- 20 YEAR	26,916	27,962	28,813	29,241	40,965	45,447
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	REHAB CONCRETE	MILL AND INLAY	MILL AND INLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	2001	2001	1991	1985	1985	1967
SEAL COAT YEAR	1986	1986	1997	1997	1997	1997
S/N OR D	7.0	7.0	9	4.5	5.3	5.3
PERCENT TRUCKS--PEAK	19	19	18	18	14	13
V/C RATIO	0.26	0.27	0.28	0.29	0.40	0.28
CRACK/ROUGH/FINAL INDEX	5.0/3.9/4.4	5.0/3.7/4.3	2.2/2.7/3.0	2.2/3.0/2.7	2.4/3.0/2.7	2.0/2.8/2.6

TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: COST OF IMPROVEMENT FOR ROW AND UTIL FOR CONSTRUCTION TOTAL	RESURFACE 2003		RESURFACE 2003		RESURFACE 2003		RESURFACE 2003	
	PSR <	RESRF-PSR	PSR <	RESRF-PSR	PSR <	RESRF-PSR	PSR <	RESRF-PSR
		\$0		\$0		\$0		\$0
		\$1,917,000		\$2,793,000		\$438,000		\$201,000
ACCESS CONTROL (FUTURE)		\$1,917,000		\$2,793,000		\$438,000		\$201,000
NUM OF LANES (DES.)		FULL CONTROL 4		FULL CONTROL 4		FULL CONTROL 4		FULL CONTROL 6

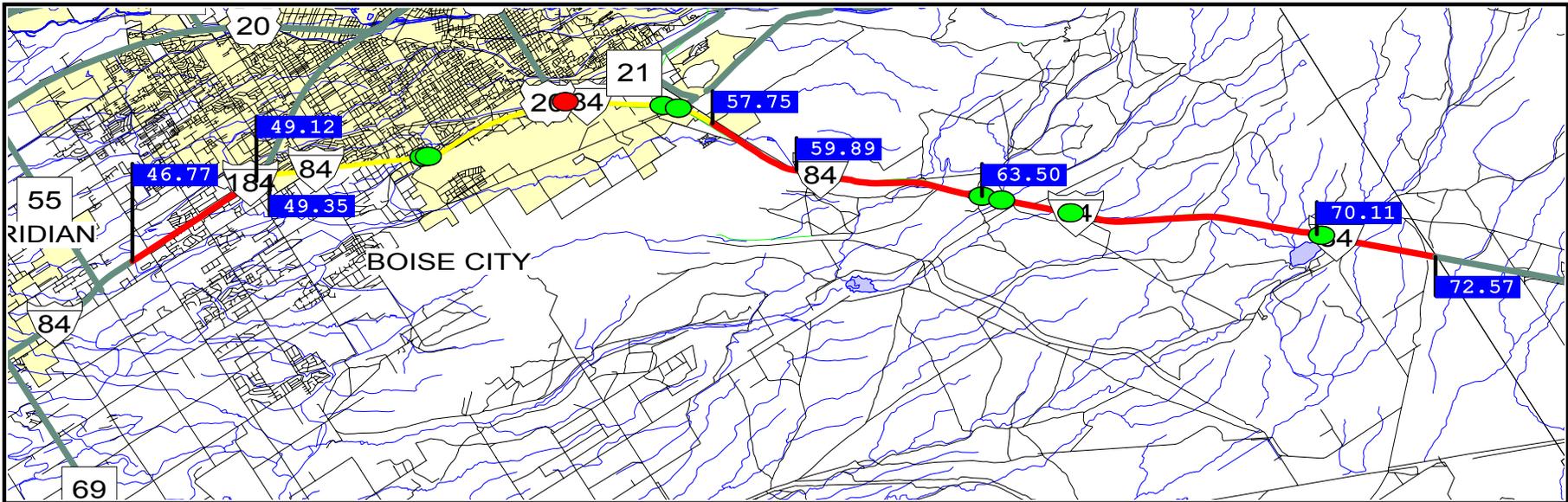
RURAL



MILEPOSTS	26.34 - 26.70	38.47 - 39.98	39.97 - 42.00	42.00 - 43.00	44.69 - 45.94	45.94 - 46.77
COUNTY	CANYON	CANYON	ADA	ADA	ADA	ADA
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	YES	YES	YES	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.357	1.505	2.025	1.000	1.251	0.830
NUM OF LANES (EXISTING)	4	4	4	4	6	6
LANES						
WIDTH	48	48	48	48	72	72
MATERIAL TYPE	RIGID PLAIN JNT	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	RIGID PLAIN JNT	RIGID PLAIN JNT
SHOULDER						
WIDTH	10	10	10	10	10	10
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	14	76	76	68	76	76
ADT (CURRENT)	32,000	65,000	65,000	65,000	79,000	88,804
ADT (FUTURE) -- 20 YEAR	51,724	103,436	103,436	103,436	124,735	139,941
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	REHAB CONCRETE	COLD IN PL RECY	COLD IN PL RECY	COLD IN PL RECY	REHAB CONCRETE	REHAB CONCRETE
YEAR OF IMPROVEMENT	1991	1997	1997	1997	1992	1992
SEAL COAT YEAR	1986	1988	1988	1988	----	----
S/N OR D	9	6.6	6.6	6.6	8	8
PERCENT TRUCKS--PEAK	11	8	8	8	6	6
V/C RATIO	0.51	1.03	1.03	1.03	0.80	0.90
CRACK/ROUGH/FINAL INDEX	3.5/3.1/3.3	3.4/3.8/3.8	3.9/3.6/3.7	3.6/3.5/3.5	3.0/2.8/3.3	3.8/2.8/3.3

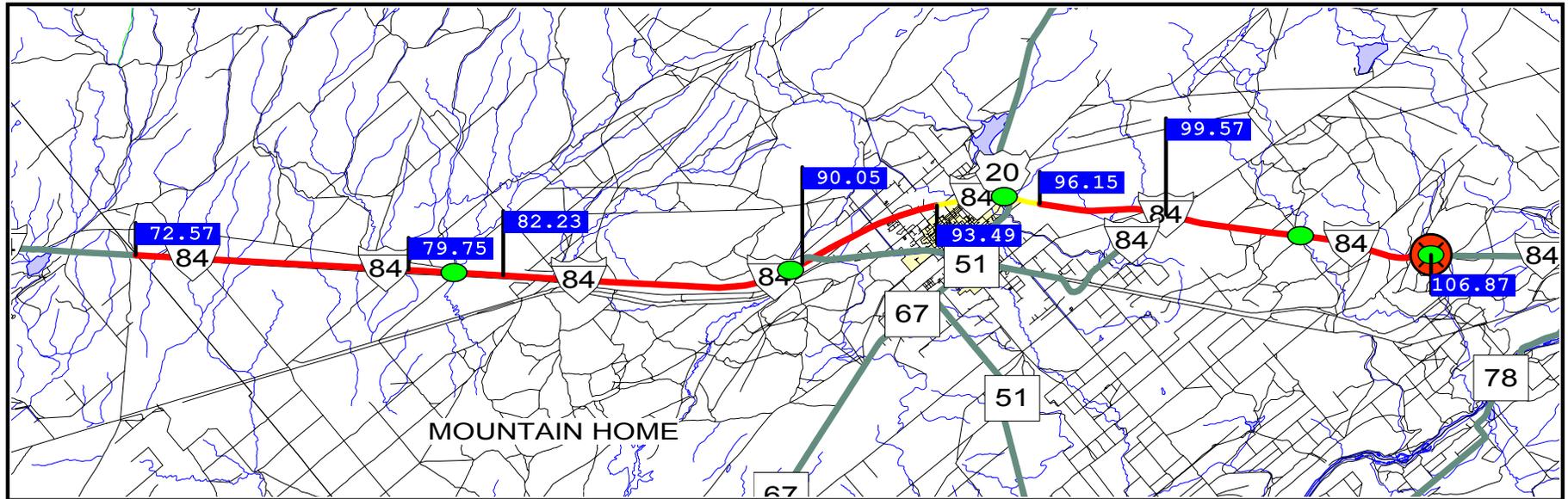
TYPE OF IMPROVEMENT	RESURFACE	MAJOR-WIDENING	MAJOR-WIDENING	MAJOR-WIDENING	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2008	2003	2003	2003	2004	2006
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	VOLUME/CAPACITY	VOLUME/CAPACITY	VOLUME/CAPACITY	VOLUME/CAPACITY	VOLUME/CAPACITY
SYSTEM DEFICIENCY:		NUMBER OF LANES	NUMBER OF LANES	NUMBER OF LANES	NUMBER OF LANES	NUMBER OF LANES
COST OF IMPROVEMENT					PSR < RESRF-PSR	PSR < RESRF-PSR
FOR ROW AND UTIL	\$0	\$280,000	\$377,000	\$186,000	\$0	\$0
FOR CONSTRUCTION	\$136,000	\$731,000	\$984,000	\$486,000	\$713,000	\$473,000
TOTAL	\$136,000	\$1,011,000	\$1,361,000	\$672,000	\$713,000	\$473,000
ACCESS CONTROL (FUTURE)	FULL CONTROL					
NUM OF LANES (DES.)	4	6	6	6	6	6

RURAL



MILEPOSTS	46.77 - 49.12	49.12 - 49.35	57.75 - 59.89	59.89 - 63.50	63.50 - 70.11	70.11 - 72.57
COUNTY	ADA	ADA	ADA	ADA	ADA	ADA
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	YES	YES	NO	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	2.350	0.231	2.143	3.610	6.610	2.462
NUM OF LANES (EXISTING)	6	4	4	4	4	4
LANES						
WIDTH	72	48	48	48	48	48
MATERIAL TYPE	RIGID PLAIN JNT	RIGID PLAIN JNT	RIGID PLAIN JNT	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	10	10	10	10	10	10
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	58	58	76	76	76	76
ADT (CURRENT)	87,281	49,000	20,000	20,325	20,500	20,401
ADT (FUTURE) -- 20 YEAR	137,272	78,127	33,288	33,763	34,053	33,889
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	REHAB CONCRETE	REHAB CONCRETE	REHAB CONCRETE	HOT IN PL RECYC	HOT IN PL RECYC	NW CONS/RCN CON
YEAR OF IMPROVEMENT	1992	1992	1992	1992	1992	2001
SEAL COAT YEAR	----	----	----	1997	1997	1997
S/N OR D	8	8	8	5.2	5.2	7.0
PERCENT TRUCKS--PEAK	5	8	17	17	17	17
V/C RATIO	0.89	0.78	0.32	0.32	0.33	0.32
CRACK/ROUGH/FINAL INDEX	4.8/2.9/3.9	3.5/2.9/3.4	2.3/2.1/2.2	2.5/3.2/2.9	2.3/3.0/2.7	2.4/3.1/3.9

TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: SYSTEM DEFICIENCY: SYSTEM DEFICIENCY: COST OF IMPROVEMENT FOR ROW AND UTIL FOR CONSTRUCTION TOTAL	RESURFACE 2010	MAJOR-WIDENING 2003	RESURFACE 2003	RESURFACE 2003	RESURFACE 2003	RESURFACE 2003
	VOLUME/CAPACITY NUMBER OF LANES PSR < RESRF-PSR	VOLUME/CAPACITY NUMBER OF LANES	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
	\$0	\$43,000	\$0	\$0	\$0	\$0
	\$1,340,000	\$112,000	\$814,000	\$1,372,000	\$2,512,000	\$936,000
	\$1,340,000	\$155,000	\$814,000	\$1,372,000	\$2,512,000	\$936,000
ACCESS CONTROL (FUTURE)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
NUM OF LANES (DES.)	6	6	4	4	4	4



RURAL

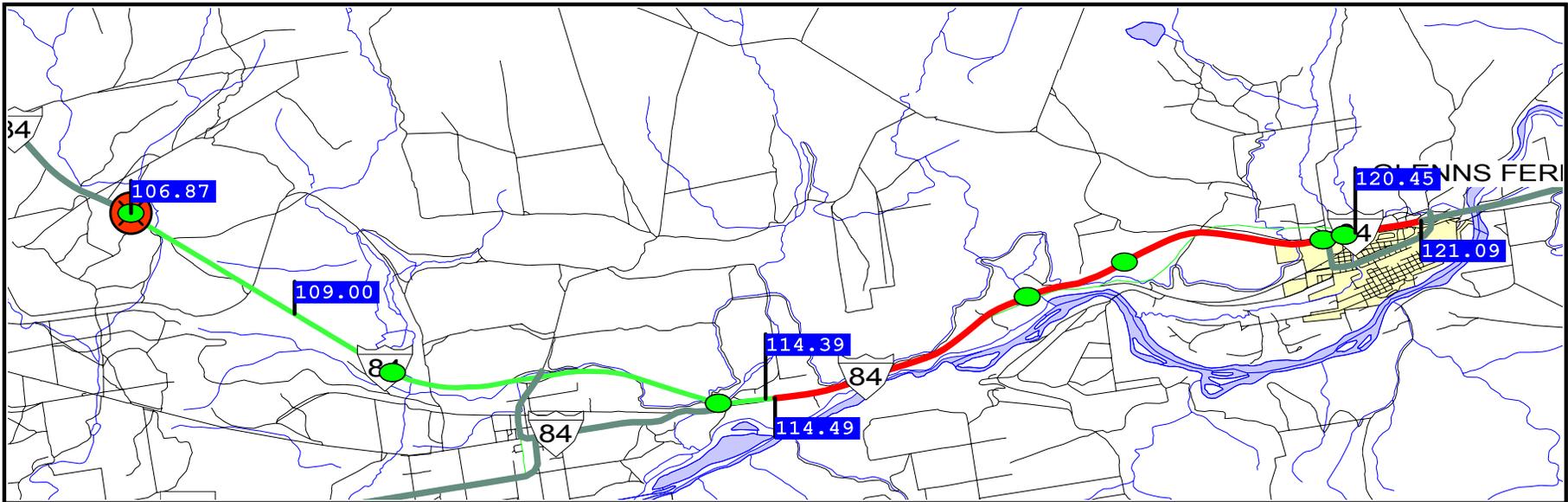
MILEPOSTS	72.57 - 79.75	79.75 - 82.23	82.23 - 90.05	90.05 - 93.49	96.15 - 99.57	99.57 - 106.87
COUNTY	ELMORE	ELMORE	ELMORE	ELMORE	ELMORE	ELMORE
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	YES	YES	YES	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	7.179	2.479	7.823	3.433	3.417	7.300
NUM OF LANES (EXISTING)	4	4	4	4	4	4
LANES						
WIDTH	48	48	48	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	RIGID PLAIN JNT	RIGID REINF JNT	RIGID REINF JNT
SHOULDER						
WIDTH	10	10	10	10	10	10
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	TIED PORTLND CC	TIED PORTLND CC
MEDIAN WIDTH	76	76	76	76	76	76
ADT (CURRENT)	20,000	20,000	20,000	19,091	12,500	12,500
ADT (FUTURE) -- 20 YEAR	33,288	33,288	33,288	31,837	25,901	25,901
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN CON	NW CONS/RCN CON	MILL INLAY&OVER	NW CONS/RCN CON	NW CONS/RCN CON	NW CONS/RCN CON
YEAR OF IMPROVEMENT	2001	2001	1991	1997	1993	1993
SEAL COAT YEAR	1997	1997	----	----	----	----
S/N OR D	7.0	7.0	5.3	13	12	12
PERCENT TRUCKS--PEAK	17	17	17	18	25	25
V/C RATIO	0.32	0.32	0.32	0.30	0.20	0.20
CRACK/ROUGH/FINAL INDEX	2.5/3.4/4.2	3.5/3.2/4.1	4.0/3.6/3.8	2.4/3.7/4.3	3.8/3.7/3.7	3.5/3.5/3.5

TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: COST OF IMPROVEMENT	RESURFACE 2003	RESURFACE 2008	RESURFACE 2012	RESURFACE 2003	RESURFACE 2012	RESURFACE 2009
	PSR < RESRF-PSR					
FOR ROW AND UTIL	\$0	\$0	\$0	\$0	\$0	\$0
FOR CONSTRUCTION	\$2,728,000	\$942,000	\$2,973,000	\$1,305,000	\$1,298,000	\$2,774,000
TOTAL	\$2,728,000	\$942,000	\$2,973,000	\$1,305,000	\$1,298,000	\$2,774,000
ACCESS CONTROL (FUTURE)	FULL CONTROL					
NUM OF LANES (DES.)	4	4	4	4	4	4

RR CROSSING NUMBER	123456D
TOTAL THROUGH TRAINS	44
TOT SWITCHING TRAINS	44
SPEED RANGE	25 TO 55
CROSSING SURFACE TYPE	RUBBER
TYPES OF CONTROLS	
FLASHING LIGHTS	8
CANT OVER ROAD	2
CANT NOT OVR ROAD	2
MAST MOUNTED	2
OTHER LIGHTS	2
GATES	4
RED/WHITE REFLCT.	2
OTHER COLOR	2
SIGNS	12
REFLECT. XBUCKS	2
NON-REFL. XBUCKS	2
STAND. STOP SIGN	2
OTHER STOP SIGN	2
OTHER SIGNS	4
HWY TRAFFIC SIGNAL	2
WIGWAGS	2
BELLS	2
SPEED SELECTION	NO

R R C R O S S I N G I M P R O V E M E N T

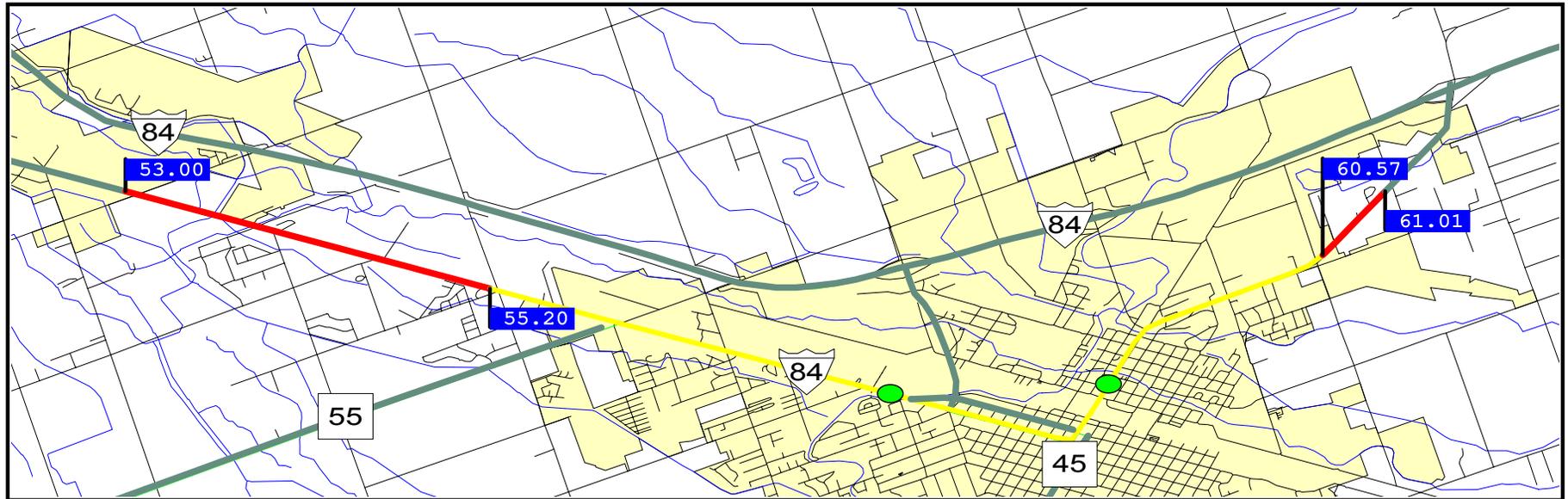
TYPE OF IMPROVEMENT	GRADE SEPARATN
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	GRADE SEPARATN
COST OF IMPROVEMENT	
COST CONTROL	\$5,000,000
SURFACE	\$0
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$5,000,000
ADMINISTRATIVE	\$250,000
TOI CROSSING SURFACE	RUBBER



MILEPOSTS	106.87 - 109.00	109.00 - 114.49	114.39 - 120.45	120.45 - 121.09
COUNTY	ELMORE	ELMORE	ELMORE	ELMORE
HIGHWAY DISTRICT #	3	3	3	3
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO	NO
STRUCTURES	NO	YES	YES	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	2.130	5.485	6.057	0.644
NUM OF LANES (EXISTING)	4	4	4	4
LANES				
WIDTH	48	48	48	48
MATERIAL TYPE	RIGID REINF JNT	RIGID PLAIN JNT	RIGID PLAIN JNT	RIGID PLAIN JNT
SHOULDER				
WIDTH	10	10	10	10
MATERIAL TYPE	TIED PORTLND CC	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	76	76	76	76
ADT (CURRENT)	12,500	12,507	12,805	12,000
ADT (FUTURE) -- 20 YEAR	25,901	25,916	26,533	24,865
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN CON	NW CONS/RCN CON	REHAB CONCRETE	REHAB CONCRETE
YEAR OF IMPROVEMENT	1994	1995	1993	1993
SEAL COAT YEAR	----	----	----	----
S/N OR D	13	13	9	8
PERCENT TRUCKS--PEAK	25	25	25	26
V/C RATIO	0.20	0.20	0.20	0.19
CRACK/ROUGH/FINAL INDEX	4.5/3.3/3.9	4.3/2.8/3.6	2.5/3.0/2.8	2.4/2.3/2.4

RURAL

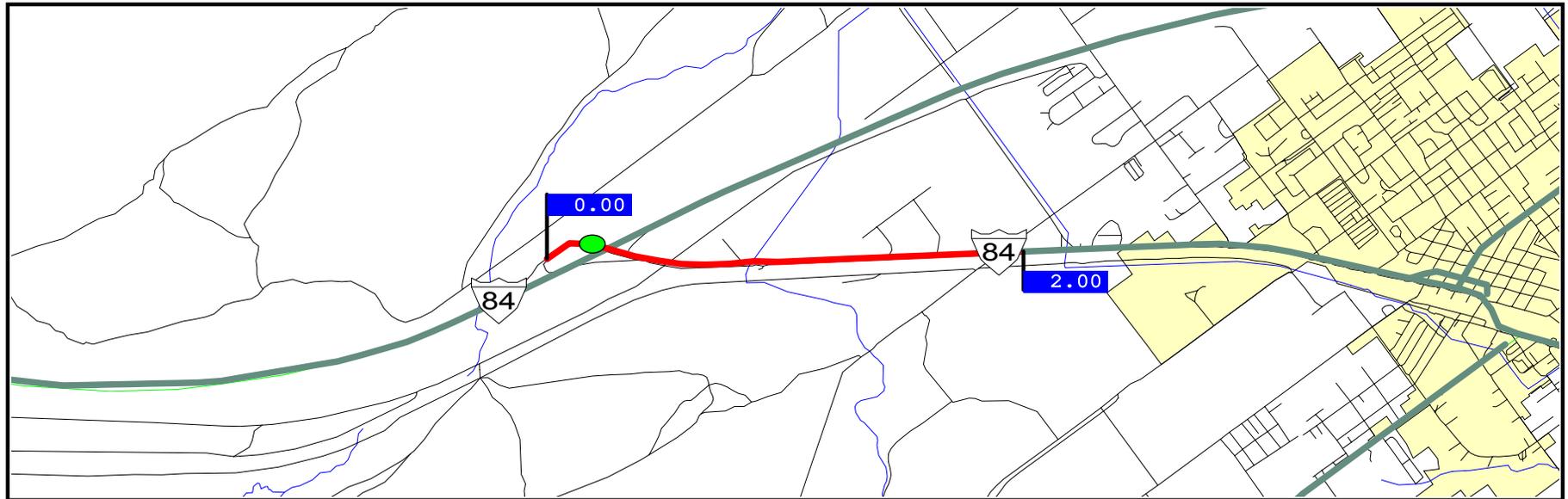
TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: COST OF IMPROVEMENT FOR ROW AND UTIL FOR CONSTRUCTION TOTAL	RESURFACE	RESURFACE
	2003	2003
ACCESS CONTROL (FUTURE) NUM OF LANES (DES.)	PSR < RESRF-PSR	PSR < RESRF-PSR
	\$0	\$0
	\$2,302,000	\$245,000
	\$2,302,000	\$245,000
	FULL CONTROL	FULL CONTROL
	4	4



RURAL

MILEPOSTS	53.00 - 55.20	60.57 - 61.01
COUNTY	CANYON	CANYON
HIGHWAY DISTRICT #	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	2.197	0.444
NUM OF LANES (EXISTING)	4	2
LANES		
WIDTH	48	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	0	2
MATERIAL TYPE	CURBED	BITUMINOUS
MEDIAN WIDTH	--	--
ADT (CURRENT)	17,333	23,000
ADT (FUTURE) -- 20 YEAR	23,025	30,493
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	ONE LANE	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	REHAB & RESURF
YEAR OF IMPROVEMENT	1997	1990
SEAL COAT YEAR	1990	1988
S/N OR D	3.5	4.1
PERCENT TRUCKS--PEAK	3	3
V/C RATIO	0.42	1.06
CRACK/ROUGH/FINAL INDEX	4.8/3.6/4.3	2.4/3.2/2.8

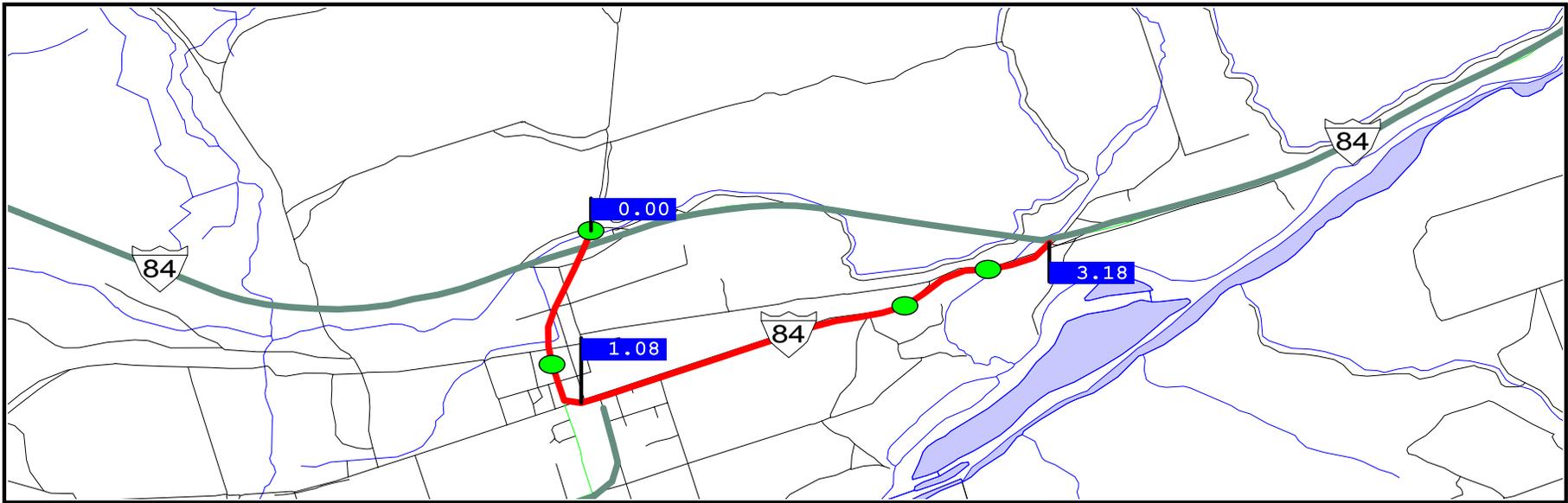
TYPE OF IMPROVEMENT	RESURFACE	RECONST-FREEWAY
YEAR OF IMPROVEMENT	2015	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	VOLUME/CAPACITY
SYSTEM DEFICIENCY:		NUMBER OF LANES
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$83,000
FOR CONSTRUCTION	\$694,000	\$847,000
TOTAL	\$694,000	\$930,000
ACCESS CONTROL (FUTURE)	NO CONTROL	FULL CONTROL
NUM OF LANES (DES.)	4	4



RURAL

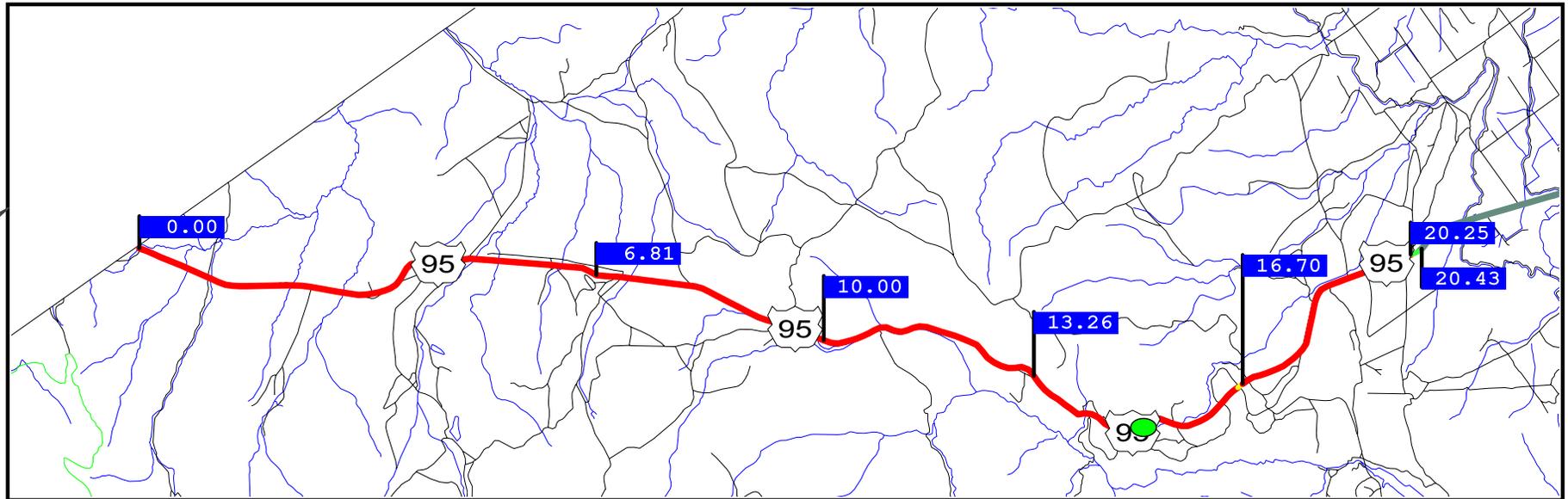
MILEPOSTS	0.00 - 2.00
COUNTY	ELMORE
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	YES
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	2.002
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	8
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	5,060
ADT (FUTURE) -- 20 YEAR	5,680
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1971
SEAL COAT YEAR	1988
S/N OR D	3.3
PERCENT TRUCKS--PEAK	6
V/C RATIO	0.19
CRACK/ROUGH/FINAL INDEX	2.4/3.4/2.8

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2006
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$276,000
TOTAL	\$276,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2



MILEPOSTS	0.00 - 1.08	1.08 - 3.18
COUNTY	ELMORE	ELMORE
HIGHWAY DISTRICT #	3	3
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	1.080	2.098
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	MIXED BITUMINOUS
SHOULDER		
WIDTH	0	5
MATERIAL TYPE	CURBED	BITUMINOUS
MEDIAN WIDTH	--	--
ADT (CURRENT)	425	814
ADT (FUTURE) -- 20 YEAR	480	912
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NO INFORMATION	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	0000	1947
SEAL COAT YEAR	----	----
S/N OR D	3.0	2.0
PERCENT TRUCKS--PEAK	8	5
V/C RATIO	0.03	0.04
CRACK/ROUGH/FINAL INDEX	2.9/2.8/2.9	1.9/2.6/2.2

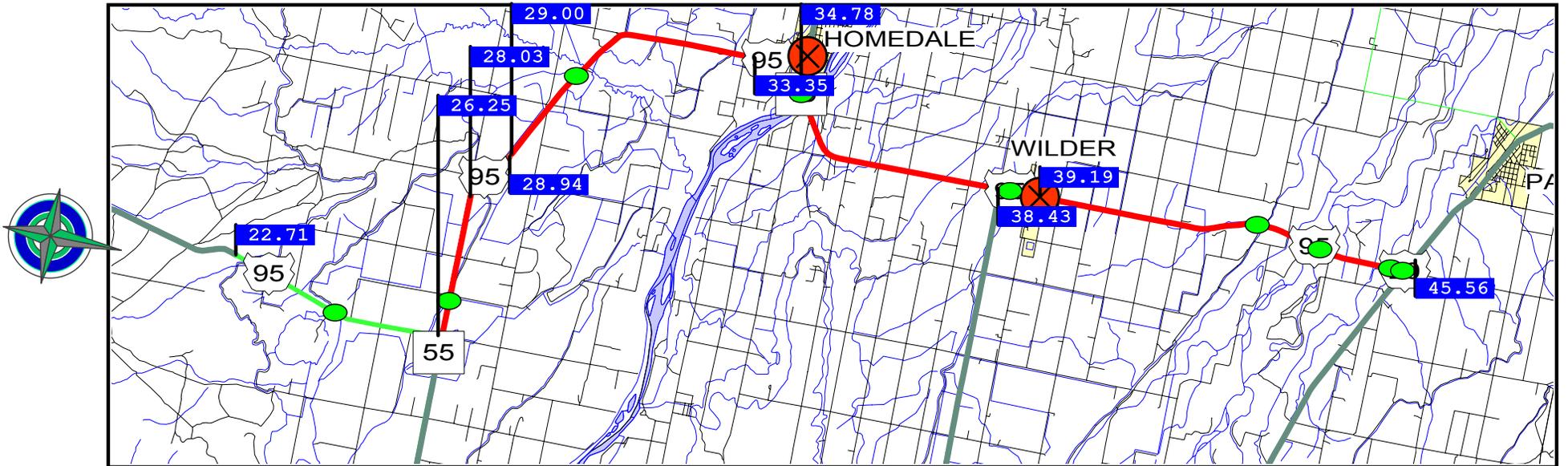
TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: COST OF IMPROVEMENT	RESURFACE	RESURFACE
	2008	2003
	PSR < RESRF-PSR	PSR < RESRF-PSR
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$149,000	\$290,000
TOTAL	\$149,000	\$290,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2



MILEPOSTS	0.00 - 6.81	6.81 - 10.00	10.00 - 13.26	13.26 - 16.70	16.70 - 20.25	20.25 - 20.43	
COUNTY	OWYHEE						
HIGHWAY DISTRICT #	3						
FUNCTIONAL CLASS	OTHER PRIN ART		OTHER PRIN ART		OTHER PRIN ART		
FEDERAL AID SYSTEM	NHS						
RR-XINGS	NO						
STRUCTURES	NO						
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	MOUNTAINOUS	MOUNTAINOUS	RURAL-ROLLING	RURAL-FLAT	
TYPE OF DEVELOPMENT	RURAL						
SECTION LENGTH	6.814	3.186	3.260	3.440	3.550	0.180	
NUM OF LANES (EXISTING)	2		2	3	2	2	
LANES							
WIDTH	24		24	36	24	24	
MATERIAL TYPE	HIGH FLEXIBLE		HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	
SHOULDER							
WIDTH	5		6	5	5	5	
MATERIAL TYPE	BITUMINOUS	COMBINATION	COMBINATION	BITUMINOUS	BITUMINOUS	BITUMINOUS	
MEDIAN WIDTH	--						
ADT (CURRENT)	1,400		1,400	1,400	1,400	1,400	
ADT (FUTURE) -- 20 YEAR	2,147		2,147	2,147	2,147	2,147	
ACCESS CONTROL (CURRENT)	NO CONTROL						
WIDENING FEASIBLE?	>= 3 LANES		>= 3 LANES	TWO LANES	TWO LANES	>= 3 LANES	
AVE. 5 YR. ACC. NOS.	.						
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	PAVMT XTING GRVL	PLNT MIX OVLAY	
YEAR OF IMPROVEMENT	1992		1980	1983	1940	1989	
SEAL COAT YEAR	2002		2002	2002	2002	2002	
S/N OR D	3.2		2.6	2.6	2.9	1.7	
PERCENT TRUCKS--PEAK	24		24	24	24	24	
V/C RATIO	0.09		0.09	0.10	0.07	0.09	
CRACK/ROUGH/FINAL INDEX	3.2/2.8/3.0		2.4/3.0/2.7	2.4/3.2/2.8	2.4/3.1/2.7	2.4/2.9/2.6	4.5/3.2/3.9

RURAL

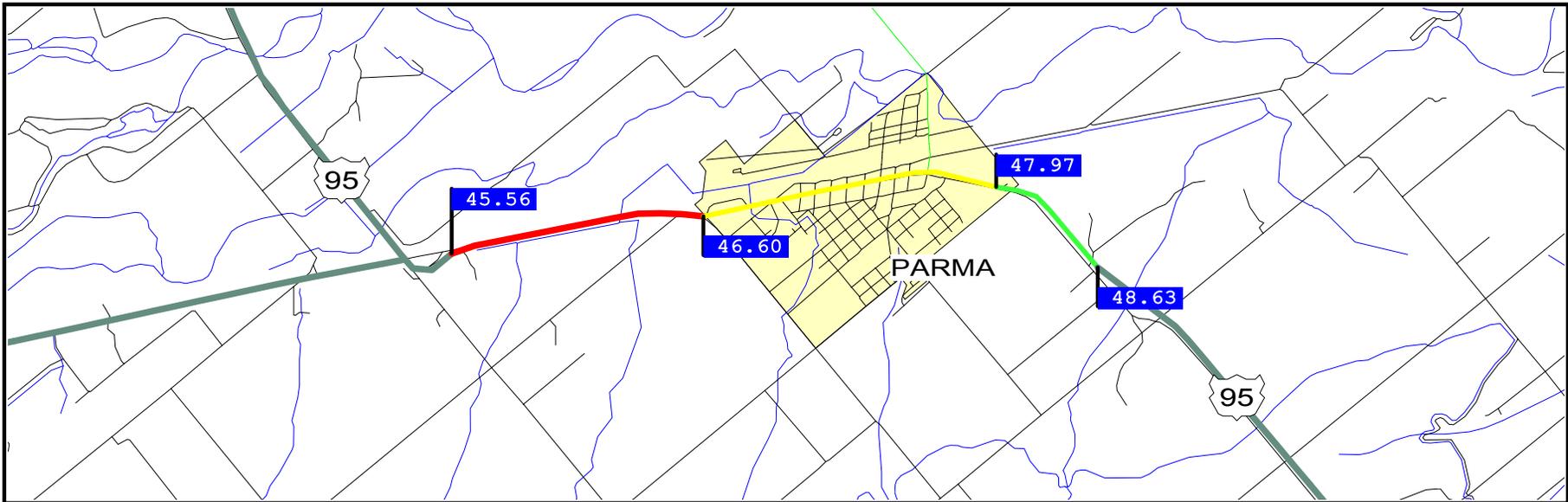
TYPE OF IMPROVEMENT	RESURF W/SHLDR IMPROVE & ALIGN 2007	RESURFACE WITH SHLD IMPROVMENT 2003	RESURFACE 2003	RESURFACE WITH SHLD IMPROVMENT 2003	RESURF W/SHLDR IMPROVE & ALIGN 2003
YEAR OF IMPROVEMENT	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	VERT ALIGNMENT	SHLD WIDTH-R		SHLD WIDTH-R	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:	SHLD WIDTH-R				VERT ALIGNMENT
SYSTEM DEFICIENCY:					SHLD WIDTH-R
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$354,000	\$32,000	\$0	\$62,000	\$185,000
FOR CONSTRUCTION	\$4,334,000	\$1,077,000	\$848,000	\$2,239,000	\$2,258,000
TOTAL	\$4,688,000	\$1,109,000	\$848,000	\$2,301,000	\$2,443,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	3	2



MILEPOSTS	22.71 - 26.25	26.25 - 28.03	28.03 - 28.94	29.00 - 33.34	34.78 - 38.43	39.19 - 45.55
COUNTY	OWYHEE	OWYHEE	OWYHEE	OWYHEE	CANYON	CANYON
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	YES	NO	YES	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	3.542	1.778	0.910	4.345	3.656	6.365
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	3	2	1	2	6	5
MATERIAL TYPE	BITUMINOUS	EARTH	BITUMINOUS	EARTH	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	1,698	1,823	1,700	2,080	5,468	2,581
ADT (FUTURE) -- 20 YEAR	2,558	2,688	2,521	3,049	7,905	3,790
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1989	1938	1983	1938	1970	1964
SEAL COAT YEAR	2002	2002	1991	1991	2000	2000
S/N OR D	3.6	1.0	2.8	1.3	2.8	2.8
PERCENT TRUCKS--PEAK	18	11	13	14	5	10
V/C RATIO	0.09	0.10	0.09	0.10	0.30	0.15
CRACK/ROUGH/FINAL INDEX	4.5/3.4/4.0	1.7/2.1/1.9	2.5/2.6/2.5	1.0/2.5/1.7	2.4/2.7/2.5	2.3/3.5/2.9

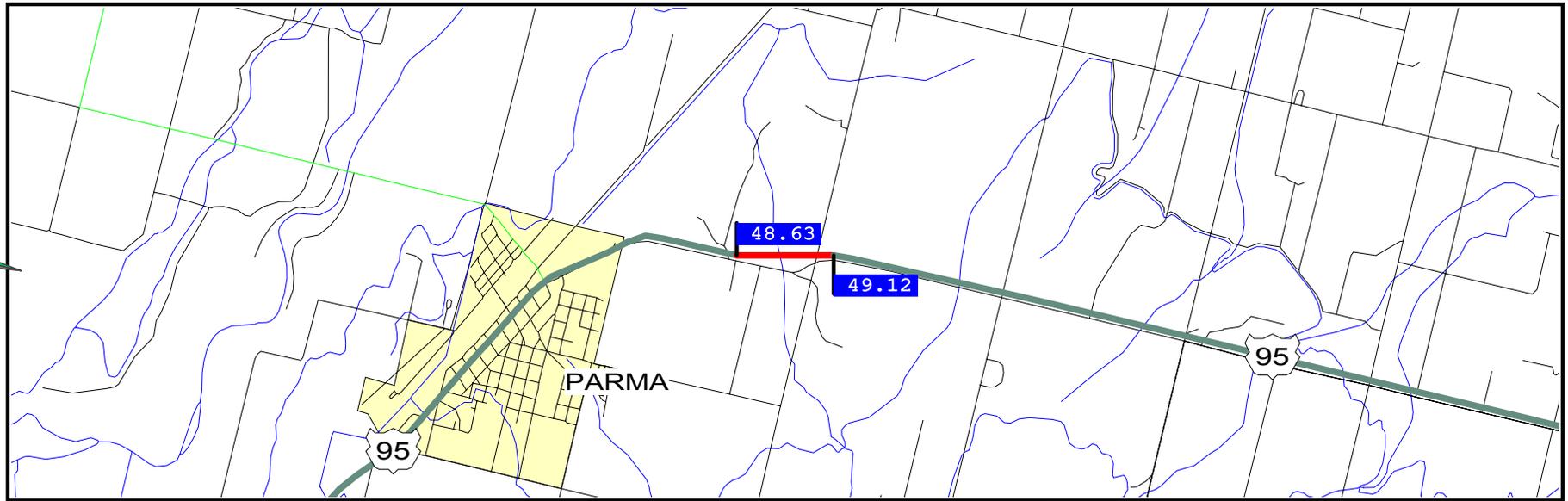
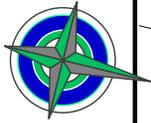
TYPE OF IMPROVEMENT	PAVEMENT RECONS W/ALIGN IMPROVE 2003	RESURF W/SHLDR IMPROVE & ALIGN 2004	PAVEMNT-RECONST 2003	RESURF W/SHLDR IMPROVE & ALIGN 2003	RESURF W/SHLDR IMPROVE & ALIGN 2003
YEAR OF IMPROVEMENT					
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	PSR < RECON-PSR	HORIZ ALIGNMENT	PSR < RECON-PSR	VERT ALIGNMENT	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT	SHLD WIDTH-R		SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$85,000	\$35,000	\$113,000	\$190,000	\$331,000
FOR CONSTRUCTION	\$1,526,000	\$495,000	\$3,537,000	\$2,325,000	\$4,048,000
TOTAL	\$1,611,000	\$530,000	\$3,650,000	\$2,515,000	\$4,379,000
ACCESS CONTROL (FUTURE)	NO CONTROL	PARTIAL CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	2	2	2	2	2

RURAL



MILEPOSTS	45.56 - 46.60	47.97 - 48.63
COUNTY	CANYON	CANYON
HIGHWAY DISTRICT #	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	1.046	0.661
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	6	8
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--
ADT (CURRENT)	2,840	4,500
ADT (FUTURE) -- 20 YEAR	4,262	7,064
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1961	1992
SEAL COAT YEAR	2000	2000
S/N OR D	2.3	5.9
PERCENT TRUCKS--PEAK	9	9
V/C RATIO	0.13	0.25
CRACK/ROUGH/FINAL INDEX	2.1/3.8/2.9	5.0/3.8/4.4

TYPE OF IMPROVEMENT	RESURFACE WITH
	SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$6,000
FOR CONSTRUCTION	\$333,000
TOTAL	\$339,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL
NUM OF LANES (DES.)	2

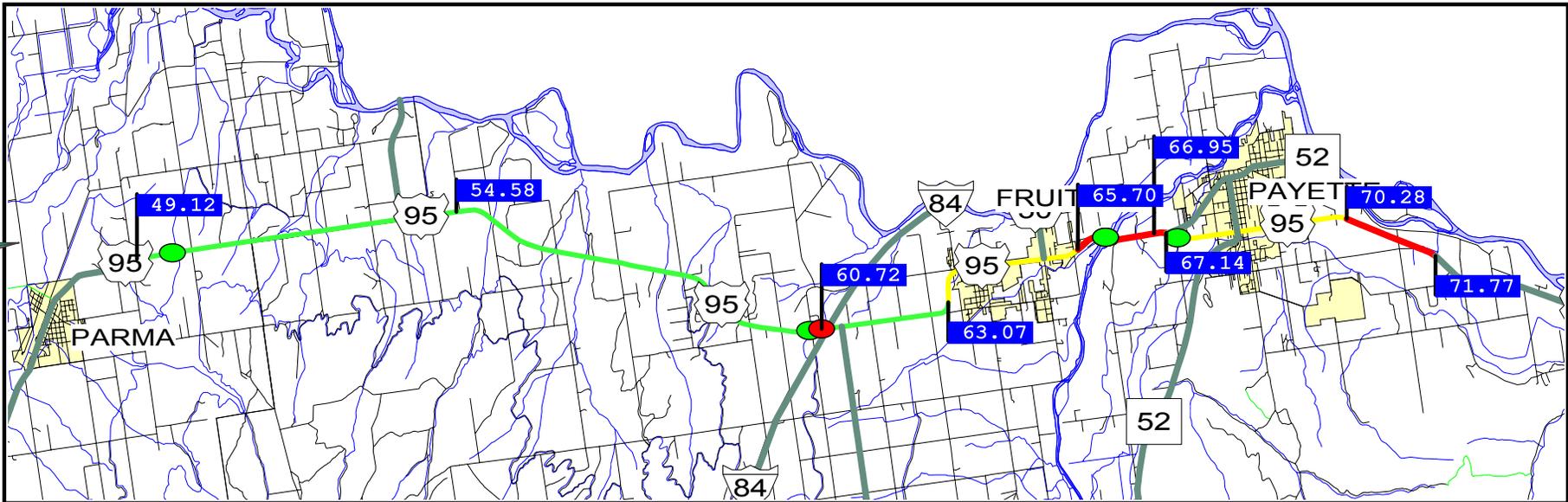


RURAL

MILEPOSTS	48.63 - 49.12
COUNTY	CANYON
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.490
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	10
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	4,500
ADT (FUTURE) -- 20 YEAR	7,064
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NO INFORMATION
YEAR OF IMPROVEMENT	0000
SEAL COAT YEAR	----
S/N OR D	2.5
PERCENT TRUCKS--PEAK	9
V/C RATIO	0.21
CRACK/ROUGH/FINAL INDEX	4.0/3.7/3.9

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2008
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$77,000
TOTAL	\$77,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2

RURAL



MILEPOSTS	49.12 - 54.58	54.58 - 60.72	60.72 - 63.07	65.70 - 66.95	66.95 - 67.14	70.28 - 71.77
COUNTY	CANYON		PAYETTE		PAYETTE	
HIGHWAY DISTRICT #	3		3		3	
FUNCTIONAL CLASS	OTHER PRIN ART		OTHER PRIN ART		OTHER PRIN ART	
FEDERAL AID SYSTEM	NHS		NHS		NHS	
RR-XINGS	NO		NO		NO	
STRUCTURES	YES		YES		NO	
TERRAIN TYPE	RURAL-ROLLING		RURAL-ROLLING		RURAL-FLAT	
TYPE OF DEVELOPMENT	RURAL		RURAL		RURAL	
SECTION LENGTH	5.460	6.140	2.350	1.257	0.189	1.491
NUM OF LANES (EXISTING)	2		4		4	
LANES	24		48		48	
WIDTH	24		48		48	
MATERIAL TYPE	HIGH FLEXIBLE		HIGH FLEXIBLE		HIGH FLEXIBLE	
SHOULDER	10		0		7	
WIDTH	12		0		6	
MATERIAL TYPE	BITUMINOUS		CURBED		BITUMINOUS	
MEDIAN WIDTH	--		--		14	
ADT (CURRENT)	4,002	3,958	8,518	18,000	18,000	5,795
ADT (FUTURE) -- 20 YEAR	6,406	6,588	12,363	25,869	25,869	8,411
ACCESS CONTROL (CURRENT)	NO CONTROL		PARTIAL CONTROL		PARTIAL CONTROL	
WIDENING FEASIBLE?	TWO LANES		TWO LANES		TWO LANES	
AVE. 5 YR. ACC. NOS.	.		.		.	
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1992	1998	1984	1969	1969	1967
SEAL COAT YEAR	2000	2000	2000	2000	2000	2000
S/N OR D	5.9	5.9	6.7	2.8	2.8	3.6
PERCENT TRUCKS--PEAK	9	9	4	3	3	6
V/C RATIO	0.22	0.22	0.15	0.32	0.32	0.25
CRACK/ROUGH/FINAL INDEX	5.0/4.0/4.5	5.0/3.8/4.4	4.5/3.1/3.8	2.2/3.4/2.8	2.4/3.0/2.7	2.6/4.1/3.3

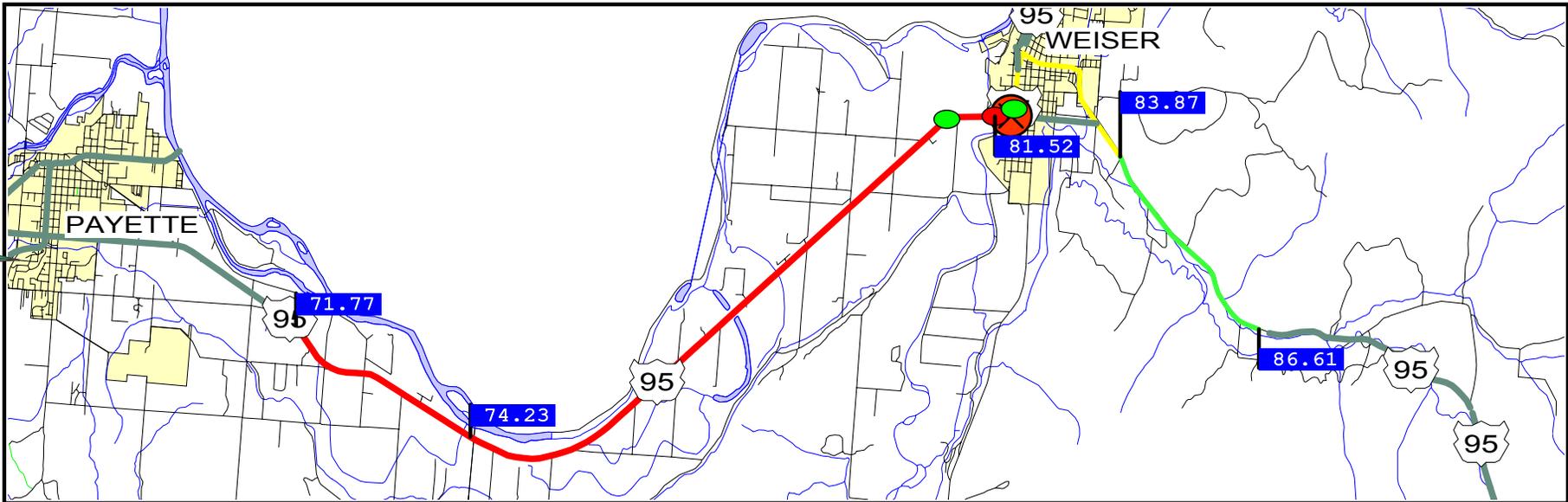
TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2003	RESURFACE WITH SHLD IMPROVMENT 2003	RESURFACE WITH SHLD IMPROVMENT 2004
YEAR OF IMPROVEMENT			
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$15,000	\$2,000	\$9,000
FOR CONSTRUCTION	\$799,000	\$120,000	\$474,000
TOTAL	\$814,000	\$122,000	\$483,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL
NUM OF LANES (DES.)	4	4	2

S T R U C T U R E I M P R O V E M E N T S

STRUCTURE REPLACEMENTS

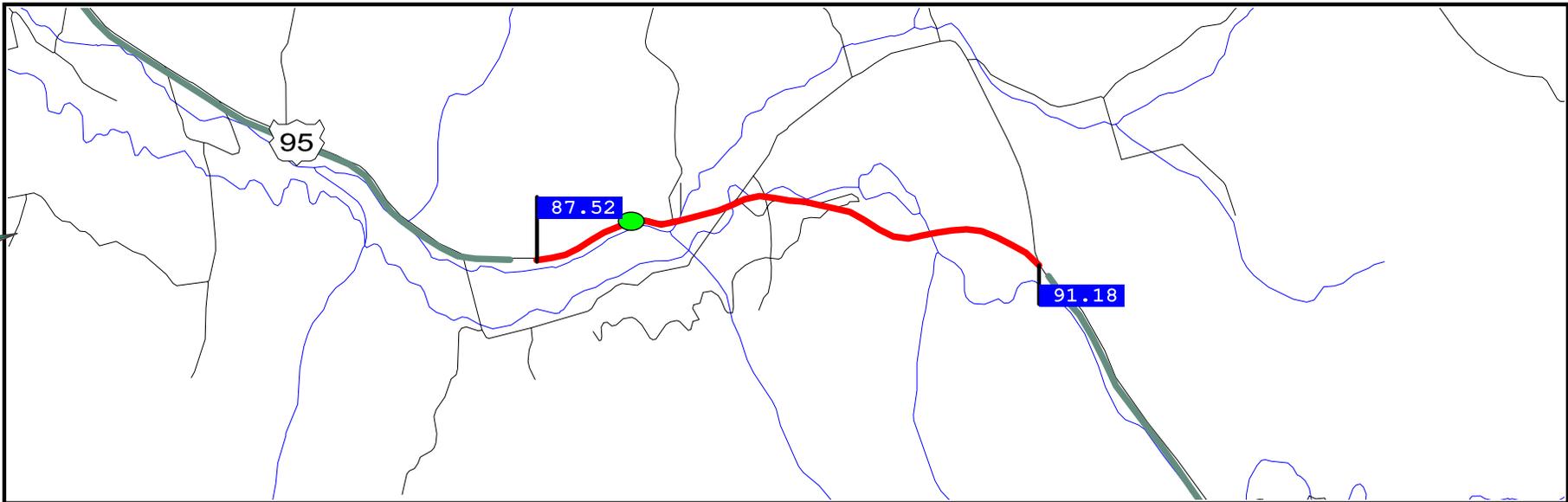
	18095	18105
BRIDGE KEY		
FEATURES	I 84 EBL-WBL;U	PAYETTE RIVER
MILEPOST	60.81	66.18
SQUARE FOOTAGE	18549	9774
PROGRAMMED YEAR		2006
SUFFICIENCY RATING	45.9	19.9
WEIGHT RESTRICTION	NO	NO
WIDTH RESTRICTION	NO	YES
HEIGHT RESTRICTION	NO	YES
DEFICIENCY	FUNCT OBSOLETE	STRUC DEFICENT

RURAL



MILEPOSTS	71.77 - 74.23	74.23 - 81.52	83.87 - 86.61
COUNTY	PAYETTE	WASHINGTON	WASHINGTON
HIGHWAY DISTRICT #	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	YES	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL
SECTION LENGTH	2.461	7.293	2.734
NUM OF LANES (EXISTING)	2	2	2
LANES			
WIDTH	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	8	6	6
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--
ADT (CURRENT)	5,505	5,364	3,350
ADT (FUTURE) -- 20 YEAR	8,021	7,831	4,920
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1992	1992	1999
SEAL COAT YEAR	2000	2000	1999
S/N OR D	3.1	3.1	6.4
PERCENT TRUCKS--PEAK	7	8	10
V/C RATIO	0.26	0.25	0.31
CRACK/ROUGH/FINAL INDEX	4.0/3.7/3.9	4.0/3.5/3.8	5.0/4.0/4.5

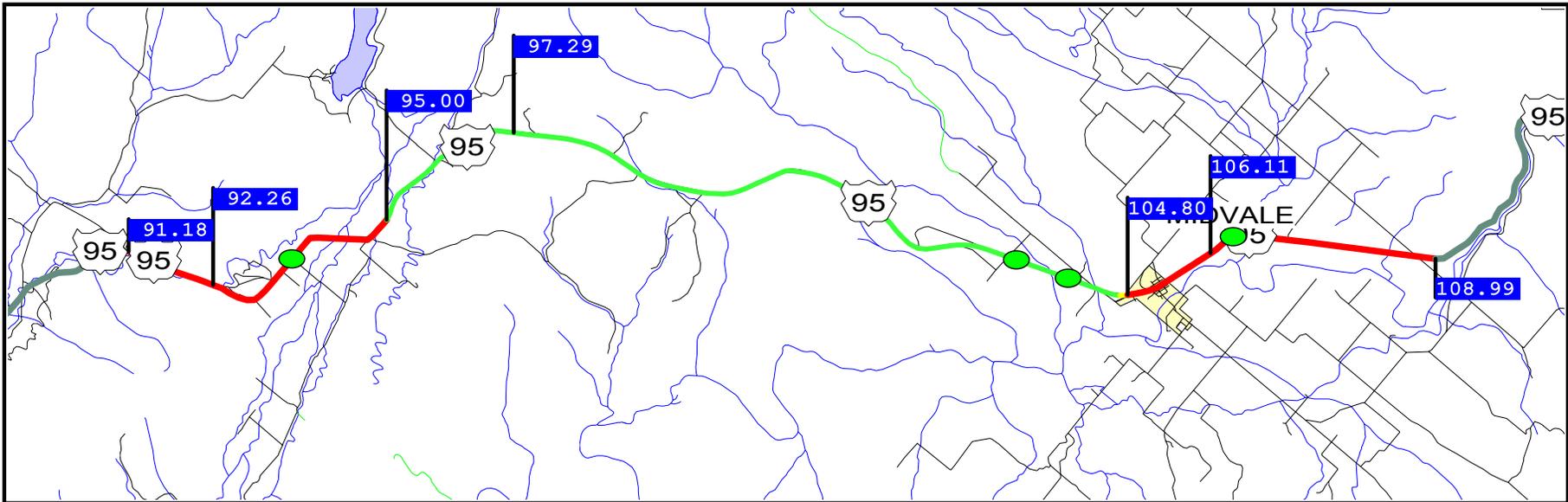
TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2009	2009
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$44,000
FOR CONSTRUCTION	\$389,000	\$2,319,000
TOTAL	\$389,000	\$2,363,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2



RURAL

MILEPOSTS	87.52 - 91.18
COUNTY	WASHINGTON
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	YES
TERRAIN TYPE	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	3.653
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	6
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	3,100
ADT (FUTURE) -- 20 YEAR	4,561
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1990
SEAL COAT YEAR	----
S/N OR D	2.4
PERCENT TRUCKS--PEAK	10
V/C RATIO	0.29
CRACK/ROUGH/FINAL INDEX	4.6/3.5/4.1

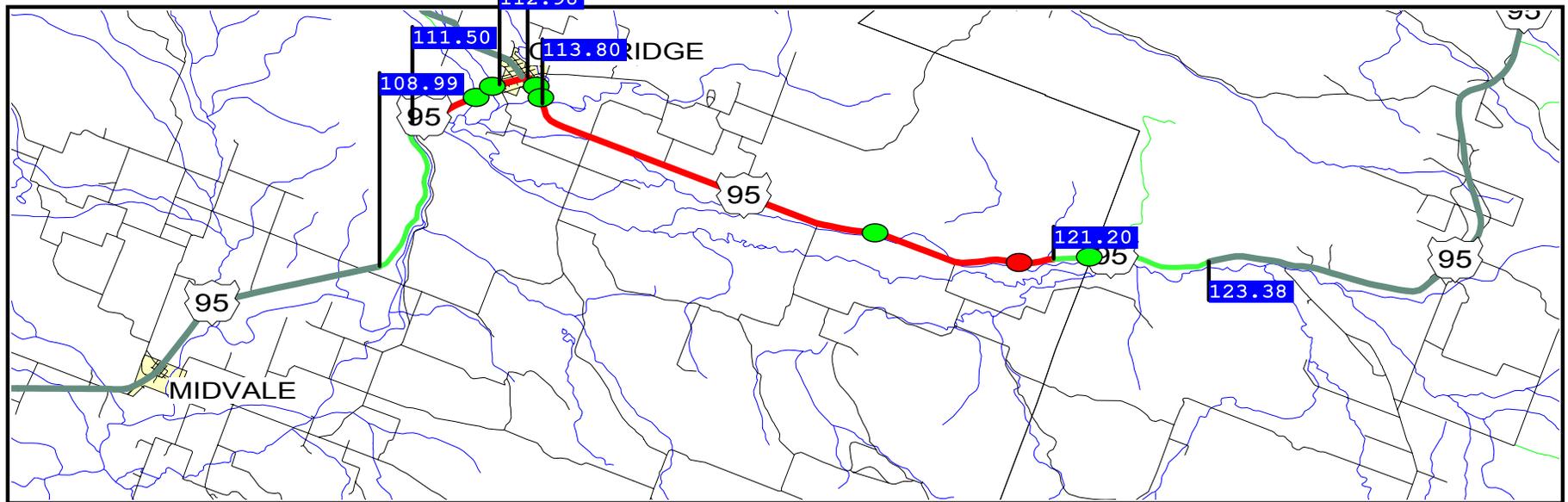
TYPE OF IMPROVEMENT	RESURF W/SHLDR
	IMPROVE & ALIGN
YEAR OF IMPROVEMENT	2010
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$190,000
FOR CONSTRUCTION	\$2,323,000
TOTAL	\$2,513,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2



RURAL

MILEPOSTS	91.18 - 92.26	92.26 - 95.00	95.00 - 97.29	97.29 - 104.80	104.80 - 106.11	106.11 - 108.99
COUNTY	WASHINGTON	WASHINGTON	WASHINGTON	WASHINGTON	WASHINGTON	WASHINGTON
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	YES	NO	YES	NO	YES
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	MOUNTAINOUS	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.087	2.737	2.290	7.510	1.307	2.885
NUM OF LANES (EXISTING)	2	2	3	2	2	2
LANES						
WIDTH	24	24	36	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE					
SHOULDER						
WIDTH	5	2	1	5	2	2
MATERIAL TYPE	COMBINATION	STABILIZED	BITUMINOUS	BITUMINOUS	STABILIZED	STABILIZED
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	3,100	2,850	2,589	2,230	2,003	2,000
ADT (FUTURE) -- 20 YEAR	4,561	4,202	3,832	3,314	2,959	2,954
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	TWO LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	RESURFACE FLEX	RESURFACE FLEX	C.R.A.B.S.	C.R.A.B.S.	PAVMT XTNG GRVL	PAVMT XTNG GRVL
YEAR OF IMPROVEMENT	1949	1949	1997	1997	1940	1940
SEAL COAT YEAR	1991	1991	2000	2000	1991	----
S/N OR D	3.0	3.0	3.8	3.8	2.8	2.8
PERCENT TRUCKS--PEAK	10	11	12	13	12	12
V/C RATIO	0.29	0.30	0.22	0.22	0.21	0.21
CRACK/ROUGH/FINAL INDEX	2.5/2.6/2.5	1.5/2.4/1.9	5.0/3.4/4.2	5.0/3.7/4.4	1.2/2.8/1.9	1.3/2.7/2.0

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	PAVEMNT-RECONST	PAVEMENT RECONS W/ALIGN IMPROVE	PAVEMNT-RECONST
YEAR OF IMPROVEMENT	2004	2003	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	PSR < RECON-PSR	PSR < RECON-PSR	PSR < RECON-PSR
COST OF IMPROVEMENT			HORIZ ALIGNMENT	
FOR ROW AND UTIL	\$11,000	\$99,000	\$89,000	\$104,000
FOR CONSTRUCTION	\$367,000	\$2,699,000	\$1,349,000	\$2,845,000
TOTAL	\$378,000	\$2,798,000	\$1,438,000	\$2,949,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	2	2	2	2



MILEPOSTS	108.99 - 111.50	111.50 - 112.98	112.98 - 113.39	113.39 - 113.80	113.80 - 121.20	121.20 - 123.38
COUNTY	WASHINGTON	WASHINGTON	WASHINGTON	WASHINGTON	WASHINGTON	ADAMS
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	YES	NO	YES	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	2.509	1.476	0.416	0.407	7.398	2.182
NUM OF LANES (EXISTING)	2	2	4	2	2	2
LANES						
WIDTH	24	24	48	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	3	3	0	2	2	2
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	CURBED	COMBINATION	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	2,000	2,028	2,588	2,300	1,990	1,800
ADT (FUTURE) -- 20 YEAR	2,954	2,984	3,793	3,384	2,974	2,712
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	>= 3 LANES	TWO LANES	TWO LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	2001	1961	1983	1983	1995	1995
SEAL COAT YEAR	----	1963	2001	2001	2001	2001
S/N OR D	5.6	2.7	3.8	4.5	6.6	6.5
PERCENT TRUCKS--PEAK	12	11	9	10	15	18
V/C RATIO	0.20	0.17	0.09	0.20	0.17	0.19
CRACK/ROUGH/FINAL INDEX	5.0/3.3/4.2	1.5/2.4/1.9	2.0/2.5/2.2	2.4/2.0/2.2	4.0/3.2/3.6	5.0/3.3/4.2

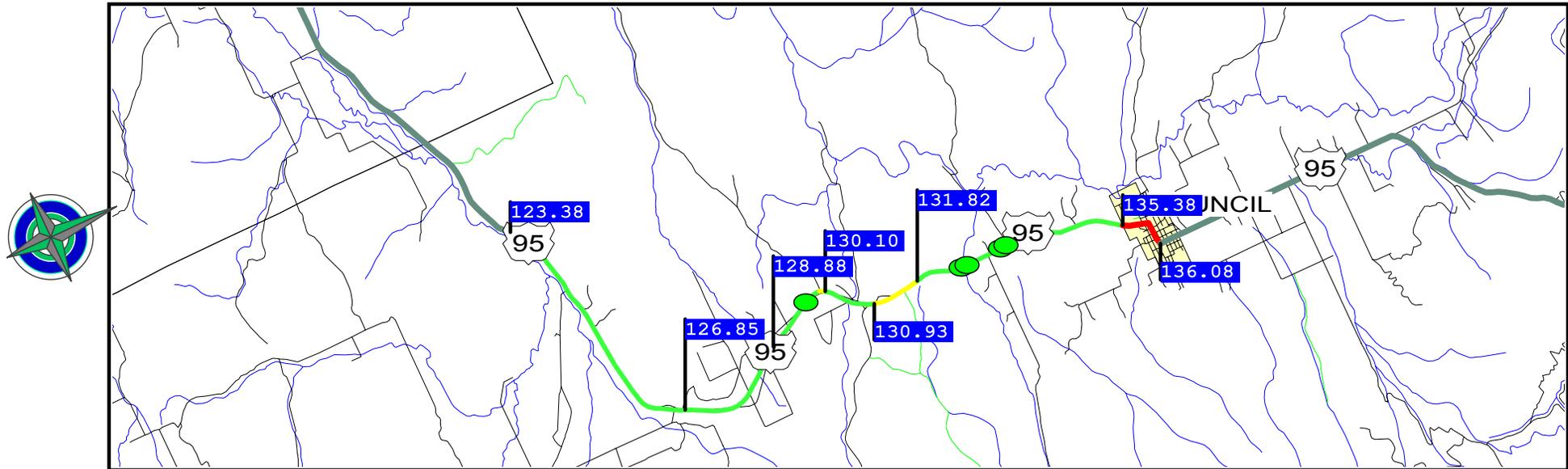
RURAL

TYPE OF IMPROVEMENT	PAVEMNT-RECONST	RESURFACE	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLDR IMPROVE & ALIGN
YEAR OF IMPROVEMENT	2003	2003	2003	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	PSR < RECON-PSR		SHOULDER TYPE SHLD WIDTH-R	HORIZ ALIGNMENT SHOULDER TYPE SHLD WIDTH-R
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$38,000	\$0	\$2,000	\$281,000
FOR CONSTRUCTION	\$1,201,000	\$131,000	\$129,000	\$4,025,000
TOTAL	\$1,239,000	\$131,000	\$131,000	\$4,306,000
ACCESS CONTROL (FUTURE)	NO CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	4	2	2

S T R U C T U R E I M P R O V E M E N T S

STRUCTURE REPLACEMENTS

BRIDGE KEY	18190
FEATURES	CREEK
MILEPOST	120.61
SQUARE FOOTAGE	517
PROGRAMMED YEAR	
SUFFICIENCY RATING	37.2
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICENT



RURAL

MILEPOSTS	123.38 - 126.85	126.85 - 128.88	128.88 - 130.10	130.10 - 130.93	131.82 - 135.38	135.38 - 136.08
COUNTY	ADAMS	ADAMS	ADAMS	ADAMS	ADAMS	ADAMS
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	YES	NO	YES	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	3.469	2.036	1.215	0.830	3.561	0.699
NUM OF LANES (EXISTING)	2	3	2	3	2	2
LANES						
WIDTH	24	36	24	36	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	5	5	5	5	2	1
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	1,788	1,900	1,911	1,900	1,976	2,921
ADT (FUTURE) -- 20 YEAR	2,694	2,857	2,868	2,846	2,954	4,298
ACCESS CONTROL (CURRENT)	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	MAJOR WIDENING	MAJOR WIDENING	MAJOR WIDENING	MAJOR WIDENING	NW CONS/RCN FLX	RESURFACE FLEX
YEAR OF IMPROVEMENT	1999	1999	1999	1999	1975	1957
SEAL COAT YEAR	2001	1999	1999	1999	1993	1999
S/N OR D	4.9	4.3	4.3	4.3	4.3	3.5
PERCENT TRUCKS--PEAK	18	17	16	16	15	10
V/C RATIO	0.18	0.13	0.19	0.13	0.21	0.26
CRACK/ROUGH/FINAL INDEX	5.0/3.3/4.2	5.0/3.3/4.2	5.0/3.3/4.2	5.0/3.2/4.1	5.0/3.5/4.3	3.0/2.7/2.9

TYPE OF IMPROVEMENT

YEAR OF IMPROVEMENT

SYSTEM DEFICIENCY:

SYSTEM DEFICIENCY:

COST OF IMPROVEMENT

FOR ROW AND UTIL

FOR CONSTRUCTION

TOTAL

ACCESS CONTROL (FUTURE)

NUM OF LANES (DES.)

RESURFACE WITH
SHLD IMPROVMENT
2007

PSR < RESRF-PSR
SHLD WIDTH-R

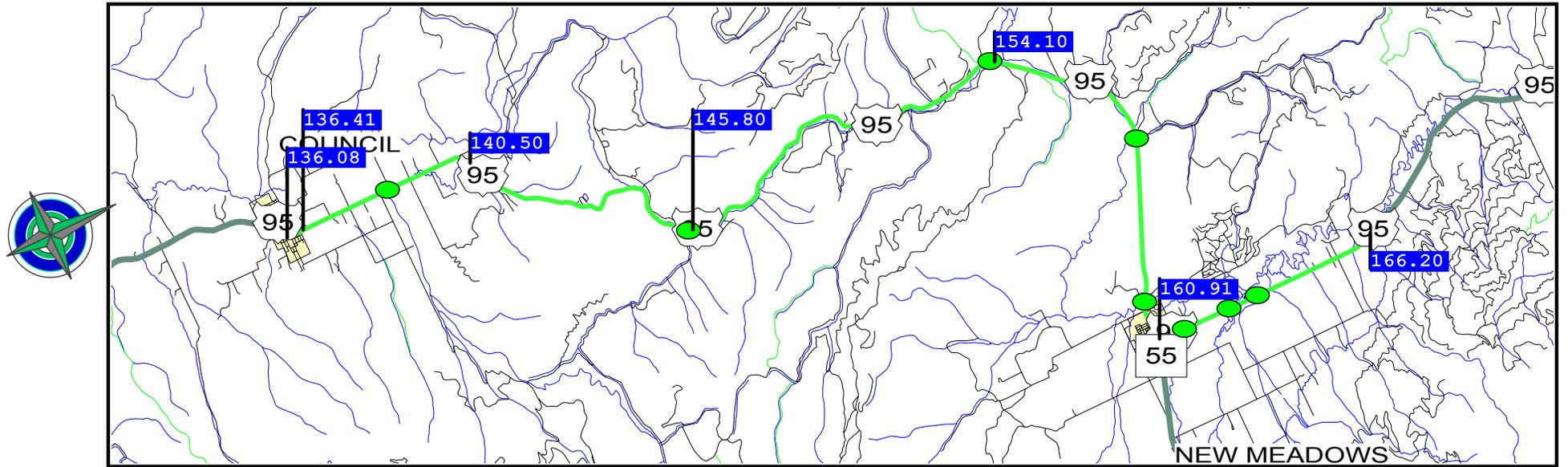
\$4,000

\$222,000

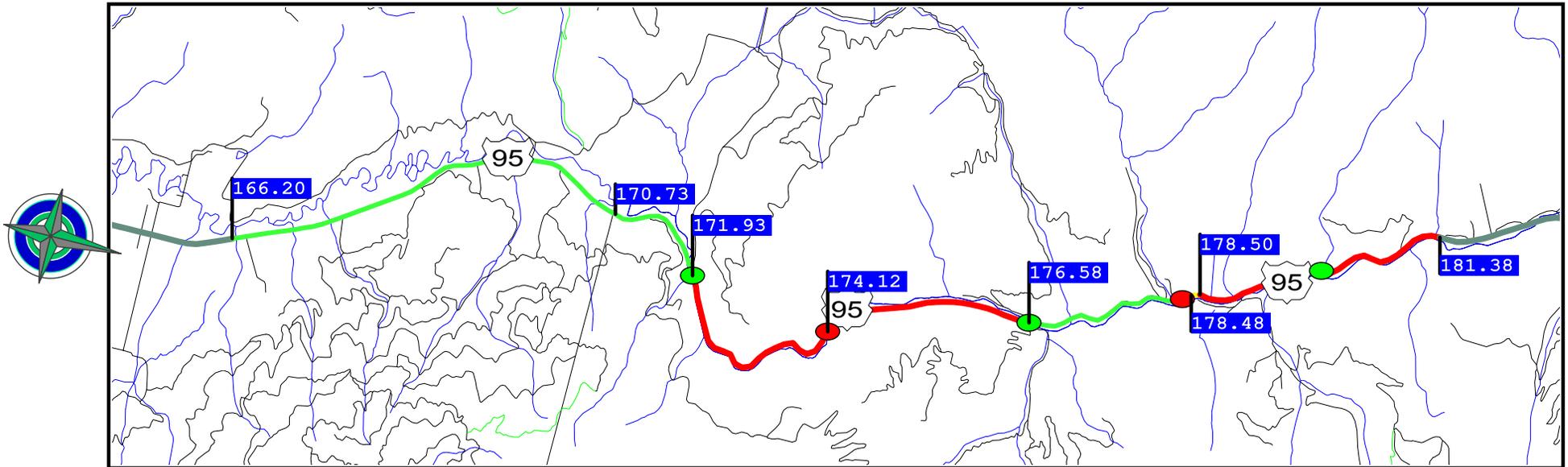
\$226,000

PARTIAL CONTROL

2



MILEPOSTS	136.08 - 136.41	136.41 - 140.50	140.50 - 145.80	145.80 - 154.10	154.10 - 160.91	160.91 - 166.20
COUNTY	ADAMS	ADAMS	ADAMS	ADAMS	ADAMS	ADAMS
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	YES	NO	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-ROLLING	MOUNTAINOUS	MOUNTAINOUS	RURAL-ROLLING	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.333	4.087	5.300	8.300	6.810	5.290
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	2	2	2	4	3	5
MATERIAL TYPE	COMBINATION	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	3,500	1,720	1,600	1,600	1,730	1,971
ADT (FUTURE) -- 20 YEAR	5,120	2,556	2,387	2,387	2,556	2,872
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	>= 3 LANES	TWO LANES	ONE LANE	>= 3 LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1999	1999	1999	1999	1997	1993
SEAL COAT YEAR	1999	1999	2002	2002	1993	1999
S/N OR D	4.5	4.8	4.8	3.7	3.6	3.6
PERCENT TRUCKS--PEAK	9	13	14	14	11	7
V/C RATIO	0.29	0.18	0.21	0.20	0.18	0.11
CRACK/ROUGH/FINAL INDEX	4.5/2.5/3.6	5.0/3.5/4.3	4.8/3.5/4.2	4.8/3.5/4.2	5.0/3.7/4.4	4.8/3.3/4.1



RURAL

MILEPOSTS	166.20 - 170.73	170.73 - 171.93	171.93 - 174.12	174.12 - 176.58	176.58 - 178.48	178.50 - 181.38
COUNTY	ADAMS	IDAHO	ADAMS	IDAHO	ADAMS	ADAMS
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	YES	YES	YES	NO	YES
TERRAIN TYPE	RURAL-ROLLING	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	4.526	1.200	2.194	2.457	1.899	2.872
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	24	24	24	24	24	22
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	5	5	3	3	3	4
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	STABILIZED	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	1,900	1,900	1,998	2,004	2,200	2,200
ADT (FUTURE) -- 20 YEAR	2,768	2,768	2,928	2,937	3,218	3,218
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	PARTIAL LANE	PARTIAL LANE	ONE LANE	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	RESURFACE FLEX	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1993	1993	1947	1970	2001	2001
SEAL COAT YEAR	1999	1999	1999	1999	1989	1989
S/N OR D	4.0	3.6	3.2	2.3	3.9	3.9
PERCENT TRUCKS--PEAK	7	7	9	9	8	8
V/C RATIO	0.13	0.15	0.17	0.17	0.18	0.19
CRACK/ROUGH/FINAL INDEX	4.5/3.3/3.9	4.5/3.2/3.9	3.0/3.2/3.1	4.5/3.6/4.1	5.0/3.5/4.3	5.0/3.8/4.4

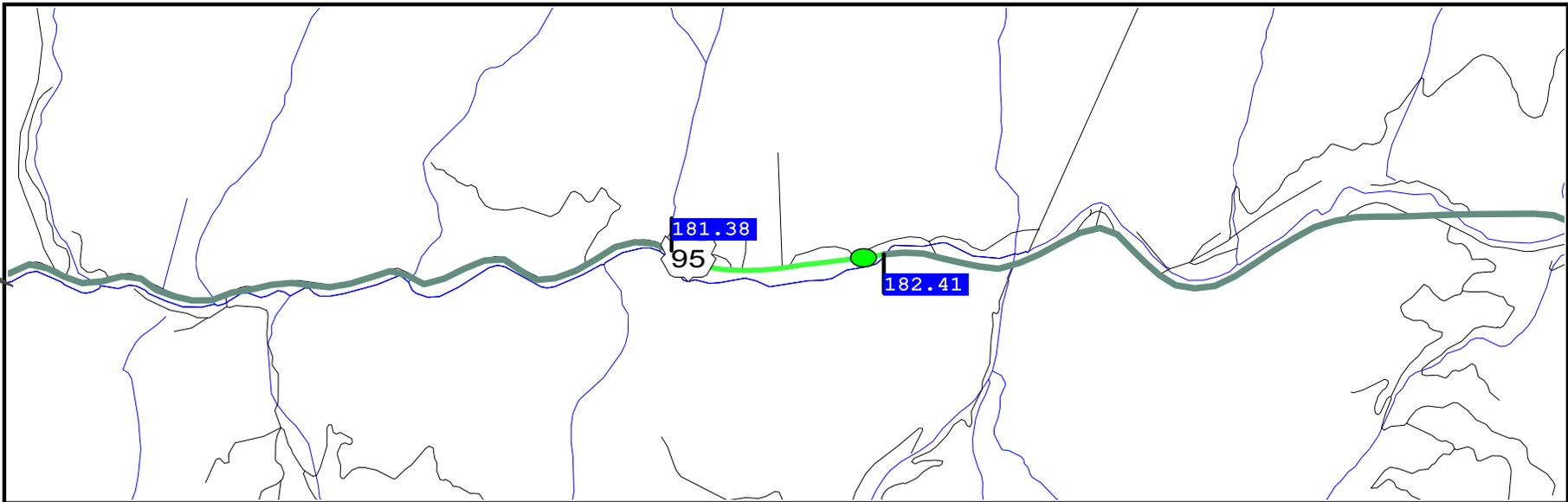
TYPE OF IMPROVEMENT	RESURF W/SHLDR IMPROVE & ALIGN 2007	RESURF W/SHLDR IMPROVE & ALIGN 2010	RECONST WIDER 2003
YEAR OF IMPROVEMENT			
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	LANE WIDTH
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT	HORIZ ALIGNMENT	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$123,000	\$138,000	\$379,000
FOR CONSTRUCTION	\$1,641,000	\$1,838,000	\$3,774,000
TOTAL	\$1,764,000	\$1,976,000	\$4,153,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2

S T R U C T U R E I M P R O V E M E N T S

STRUCTURE REPLACEMENTS

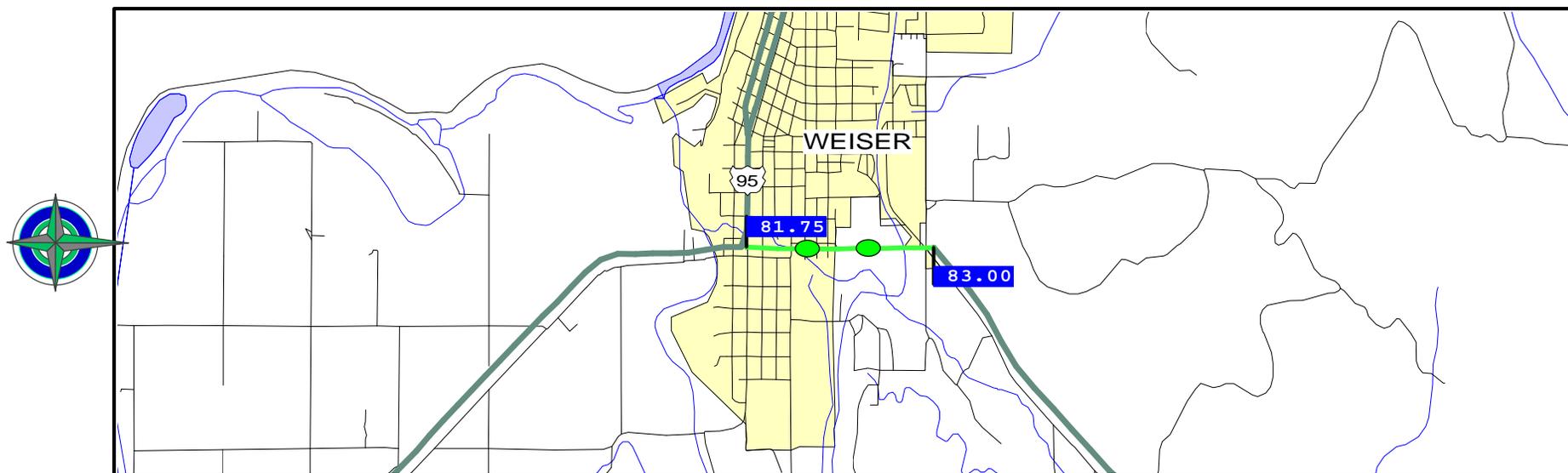
	18265	18275
BRIDGE KEY	LITTLE SALMON	BOULDER CREEK
FEATURES		
MILEPOST	174.11	178.33
SQUARE FOOTAGE	2196	1238
PROGRAMMED YEAR		1999
SUFFICIENCY RATING	46.7	0.0
WEIGHT RESTRICTION	NO	NO
WIDTH RESTRICTION	YES	NO
HEIGHT RESTRICTION	NO	NO
DEFICIENCY	FUNCT OBSOLETE	FUNCT OBSOLETE

RURAL



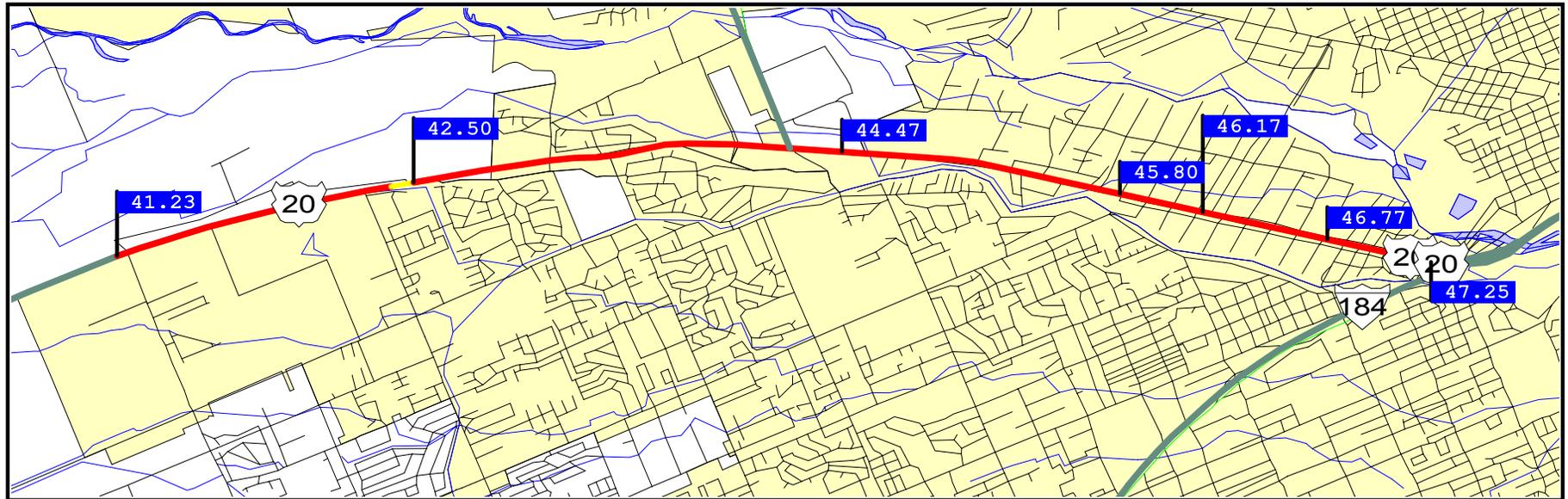
MILEPOSTS	181.38 - 182.41
COUNTY	ADAMS
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	YES
TERRAIN TYPE	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	1.040
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	4
MATERIAL TYPE	COMBINATION
MEDIAN WIDTH	--
ADT (CURRENT)	2,200
ADT (FUTURE) -- 20 YEAR	3,218
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	ONE LANE
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	2001
SEAL COAT YEAR	1989
S/N OR D	4.6
PERCENT TRUCKS--PEAK	8
V/C RATIO	0.18
CRACK/ROUGH/FINAL INDEX	5.0/3.9/4.5

URBAN



URBAN

MILEPOSTS	81.75 - 83.00
COUNTY	WASHINGTON
URBAN AREA	CODE NOT FOUND
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	YES
URBAN LOCATION	OUTLYNG BUS DIS
SECTION LENGTH	1.250
NUM OF LANES(EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	8
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	3,886
ADT (FUTURE) -- 20 YEAR	5,673
ACCESS CONTROL(CURRENT)	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1999
SEAL COAT YEAR	1999
S/N OR D	6.4
PERCENT TRUCKS--PEAK	8
V/C RATIO	0.15
CRACK/ROUGH/FINAL INDEX	5.0/3.6/4.4

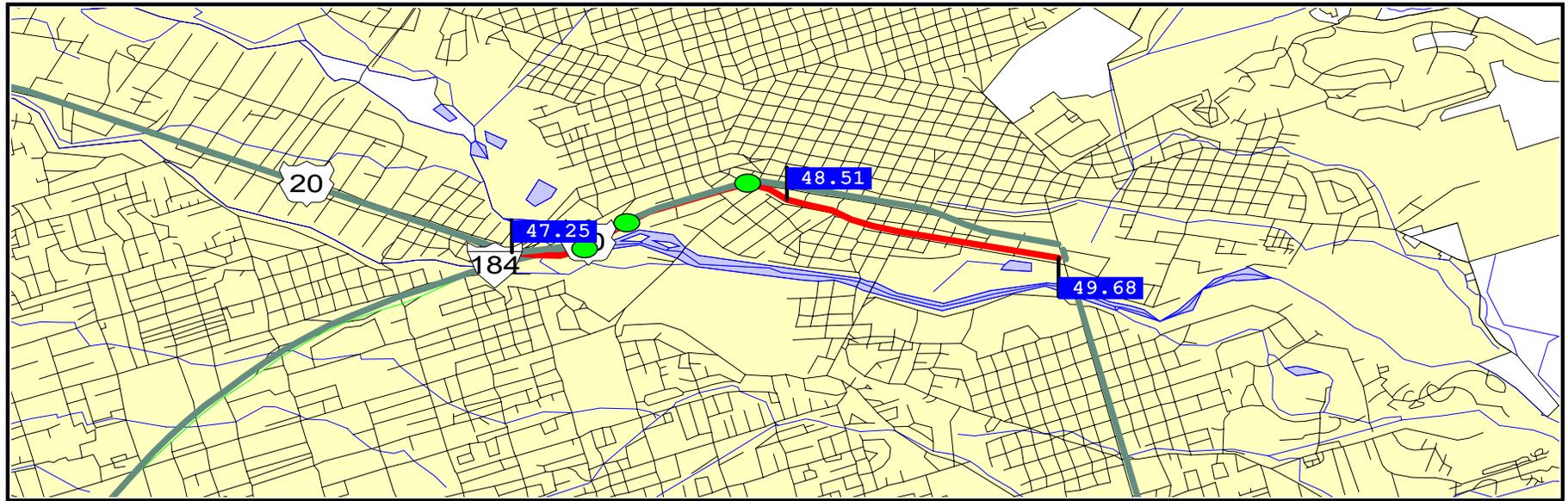


URBAN

MILEPOSTS	41.23 - 42.50	42.50 - 44.47	44.47 - 45.80	45.80 - 46.17	46.17 - 46.77	46.77 - 47.25
COUNTY	ADA	ADA	ADA	ADA	ADA	ADA
URBAN AREA	BOISE	BOISE	BOISE	BOISE	BOISE	BOISE
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	NO
URBAN LOCATION	RESIDENTIAL	OUTLYNG BUS DIS	OUTLYNG BUS DIS	OUTLYNG BUS DIS	OUTLYNG BUS DIS	OUTLYNG BUS DIS
SECTION LENGTH	1.270	1.968	1.330	0.371	0.599	0.482
NUM OF LANES (EXISTING)	2	4	4	4	4	4
LANES						
WIDTH	24	48	48	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE					
SHOULDER						
WIDTH	6	2	4	0	0	0
MATERIAL TYPE	COMBINATION	BITUMINOUS	COMBINATION	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--	--	--	--
PARKING	NONE	NONE	NONE	NONE	NONE	NONE
ADT (CURRENT)	24,132	29,335	31,771	36,672	38,000	24,900
ADT (FUTURE) -- 20 YEAR	34,751	41,016	45,304	52,292	54,186	35,716
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	ONE LANE	PARTIAL LANE	PARTIAL LANE	NO	NO
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	REHAB & RESURF	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1943	1990	1989	1974	1974	1989
SEAL COAT YEAR	----	----	----	----	----	----
S/N OR D	1.9	3.1	4.1	3.1	3.1	3.4
PERCENT TRUCKS--PEAK	4	4	4	5	4	4
V/C RATIO	0.70	0.91	0.65	0.75	0.78	0.51
CRACK/ROUGH/FINAL INDEX	2.0/2.3/2.1	2.9/3.1/3.0	2.2/2.9/2.5	4.5/2.2/3.4	3.5/3.6/3.5	5.0/3.8/4.5

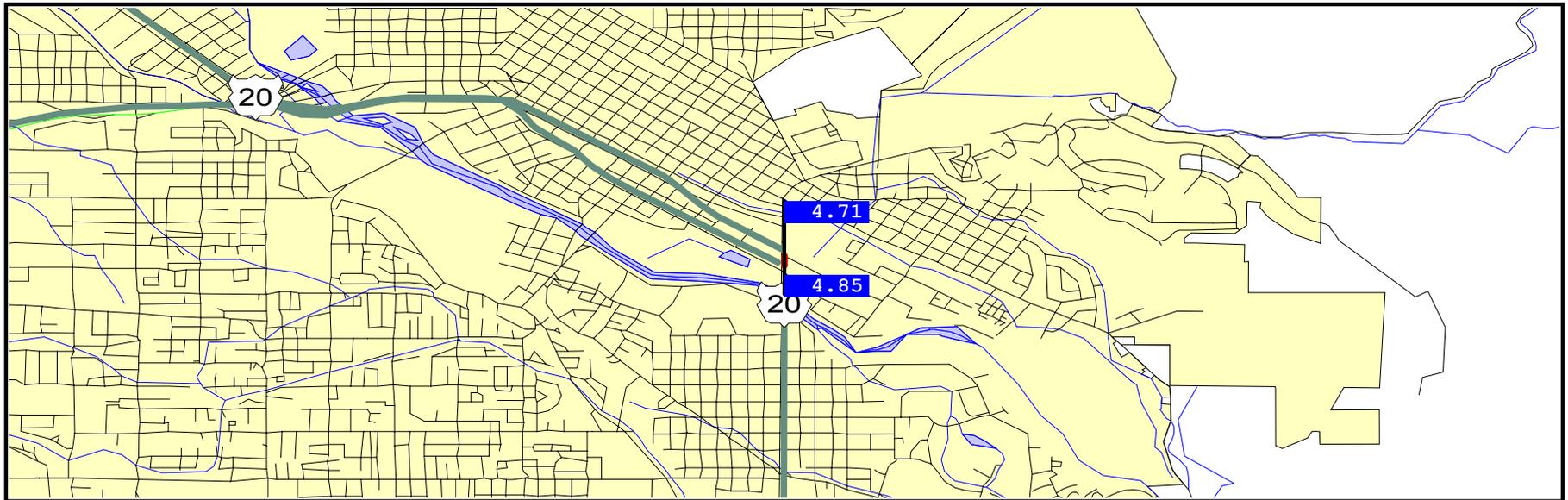
TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2003	MINOR-WIDENING 2003	RESURFACE WITH SHLD IMPROVMENT 2003	RESURFACE 2010	RESURFACE 2007	RESURFACE 2011
YEAR OF IMPROVEMENT	PSR < RESRF-PSR	VOLUME/CAPACITY	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	NUMBER OF LANES	SHLD WIDTH-R	VOLUME/CAPACITY	VOLUME/CAPACITY	NUMBER OF LANES
SYSTEM DEFICIENCY:		SHLD WIDTH-R		NUMBER OF LANES	NUMBER OF LANES	
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$76,000	\$992,000	\$122,000	\$0	\$0	\$0
FOR CONSTRUCTION	\$361,000	\$2,251,000	\$755,000	\$242,000	\$391,000	\$314,000
TOTAL	\$437,000	\$3,243,000	\$877,000	\$242,000	\$391,000	\$314,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	4	4	4	4	4

URBAN



MILEPOSTS	47.25 - 48.50	48.51 - 49.68
COUNTY	ADA	ADA
URBAN AREA	BOISE	BOISE
HIGHWAY DISTRICT #	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	YES	NO
URBAN LOCATION	CENTRAL BUS DIS	CENTRAL BUS DIS
SECTION LENGTH	1.255	1.176
NUM OF LANES (EXISTING)	3	5
LANES		
WIDTH	36	60
MATERIAL TYPE	RIGID PLAIN JNT	HIGH FLEXIBLE
SHOULDER		
WIDTH	4	0
MATERIAL TYPE	TIED PORTLND CC	CURBED
MEDIAN WIDTH	16	--
PARKING	NONE	NONE
ADT (CURRENT)	28,086	23,436
ADT (FUTURE) -- 20 YEAR	46,022	38,403
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	NO	NO
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN CON	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1992	1989
SEAL COAT YEAR	----	----
S/N OR D	11	3.2
PERCENT TRUCKS--PEAK	2	3
V/C RATIO	0.51	0.26
CRACK/ROUGH/FINAL INDEX	2.8/2.4/2.6	2.6/2.8/2.7

TYPE OF IMPROVEMENT	RESURFACE WITH	RESURFACE
	SHLD IMPROVMENT	
YEAR OF IMPROVEMENT	2006	2004
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$87,000	\$0
FOR CONSTRUCTION	\$535,000	\$958,000
TOTAL	\$622,000	\$958,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	3	5

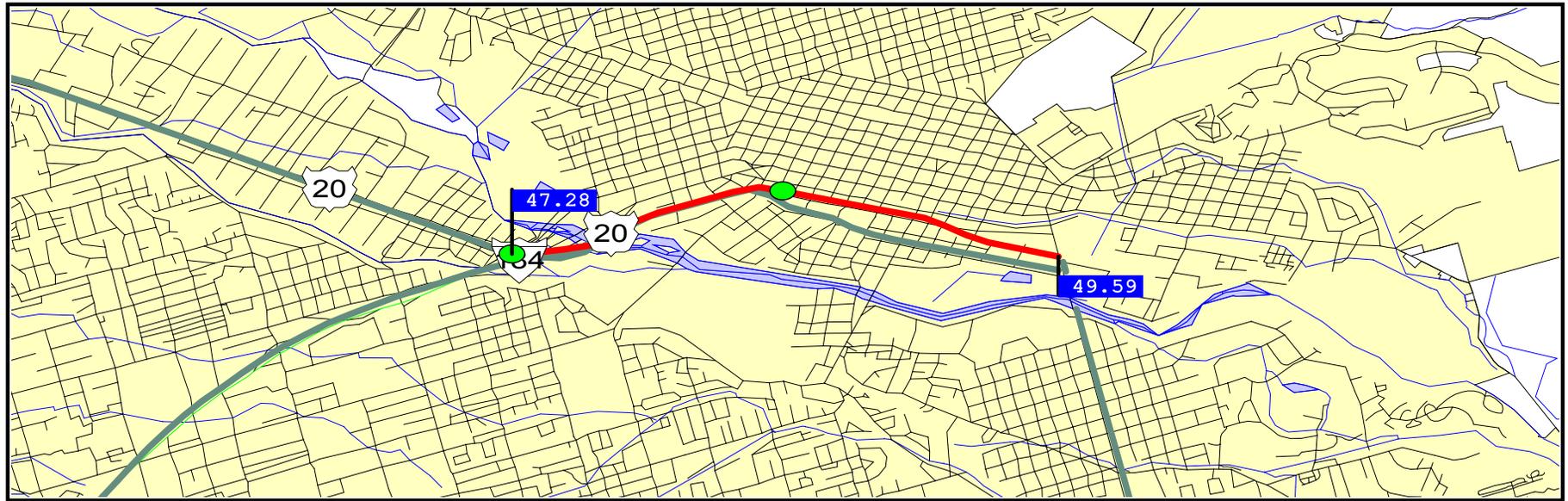


MILEPOSTS	4.71 - 4.85
COUNTY	ADA
URBAN AREA	BOISE
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	CENTRAL BUS DIS
SECTION LENGTH	0.138
NUM OF LANES (EXISTING)	5
LANES	
WIDTH	60
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	36,000
ADT (FUTURE) -- 20 YEAR	55,306
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1989
SEAL COAT YEAR	----
S/N OR D	2.9
PERCENT TRUCKS--PEAK	1
V/C RATIO	0.55
CRACK/ROUGH/FINAL INDEX	4.7/1.9/3.4

URBAN

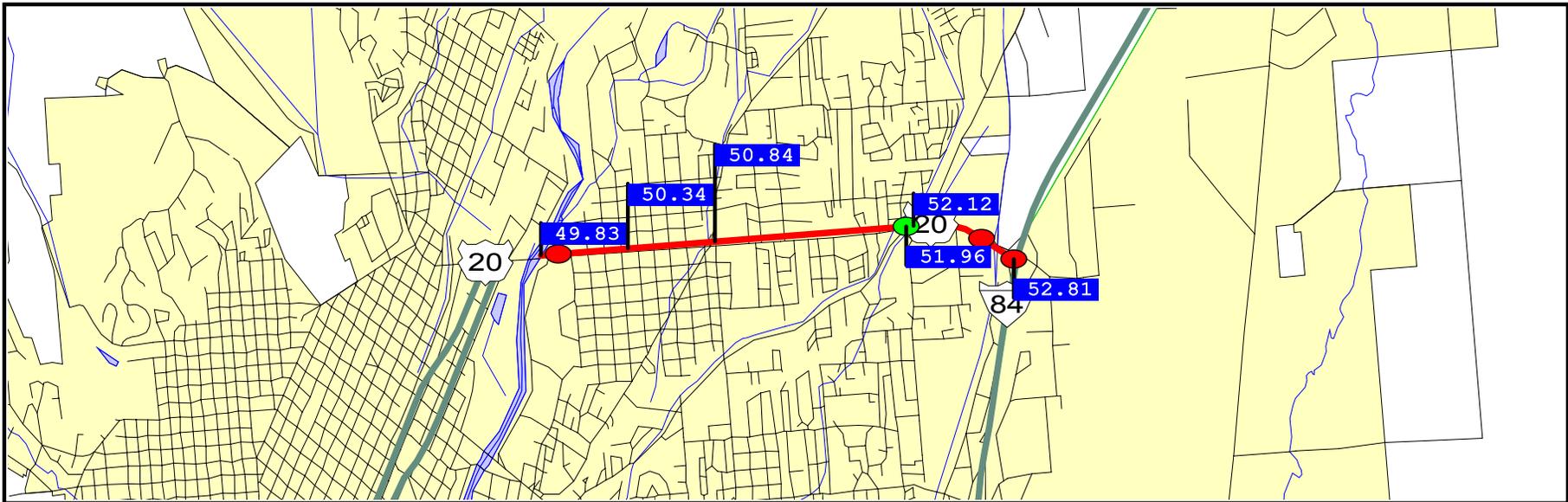
TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$112,000
TOTAL	\$112,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	5

URBAN



MILEPOSTS	47.28 - 49.59
COUNTY	ADA
URBAN AREA	BOISE
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	YES
URBAN LOCATION	CENTRAL BUS DIS
SECTION LENGTH	2.314
NUM OF LANES (EXISTING)	5
LANES	
WIDTH	60
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	24,888
ADT (FUTURE) -- 20 YEAR	40,782
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1989
SEAL COAT YEAR	----
S/N OR D	2.9
PERCENT TRUCKS--PEAK	2
V/C RATIO	0.26
CRACK/ROUGH/FINAL INDEX	2.8/2.4/2.6

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2005
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$1,886,000
TOTAL	\$1,886,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL
NUM OF LANES (DES.)	5



MILEPOSTS	49.83 - 50.34	50.34 - 50.84	50.84 - 51.96	52.12 - 52.81
COUNTY	ADA	ADA	ADA	ADA
URBAN AREA	BOISE	BOISE	BOISE	BOISE
HIGHWAY DISTRICT #	3	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	YES	NO	YES	YES
URBAN LOCATION	CENTRAL BUS DIS	CENTRAL BUS DIS	CENTRAL BUS DIS	RESIDENTIAL
SECTION LENGTH	0.510	0.498	1.123	0.692
NUM OF LANES (EXISTING)	6	4	4	4
LANES				
WIDTH	72	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER				
WIDTH	0	NA	0	10
MATERIAL TYPE	CURBED	CURBED	CURBED	BITUMINOUS
MEDIAN WIDTH	--	16	12	14
PARKING	NONE	BOTH SIDES	NONE	NONE
ADT (CURRENT)	44,000	29,000	30,320	35,045
ADT (FUTURE) -- 20 YEAR	62,742	41,352	43,235	65,038
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	NO	TWO LANES	NO	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLANT MIX SEAL	PLANT MIX SEAL	PLANT MIX SEAL
YEAR OF IMPROVEMENT	1956	1994	1994	1994
SEAL COAT YEAR	1987	1987	1987	----
S/N OR D	2.8	1.4	1.4	1.4
PERCENT TRUCKS--PEAK	2	3	3	4
V/C RATIO	0.65	0.44	0.46	0.58
CRACK/ROUGH/FINAL INDEX	4.0/2.4/3.3	4.0/3.1/3.6	4.1/2.4/3.3	3.5/2.1/2.8

URBAN

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2008	2008	2009	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$0	\$0	\$0	\$0
FOR CONSTRUCTION	\$499,000	\$275,000	\$620,000	\$310,000
TOTAL	\$499,000	\$275,000	\$620,000	\$310,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	6	4	4	4

S T R U C T U R E I M P R O V E M E N T S

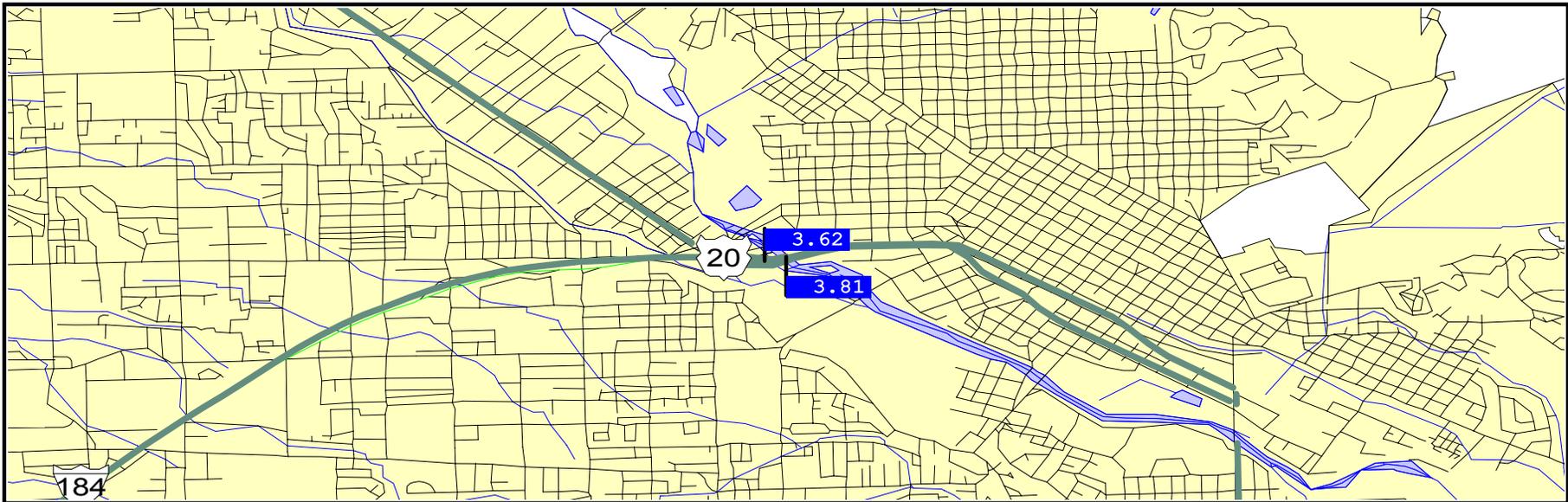
STRUCTURE REPLACEMENTS

BRIDGE KEY	12270	12285
FEATURES	BOISE RIVER (BR	UPRR; NEW YORK
MILEPOST	49.94	52.54
SQUARE FOOTAGE	30343	25252
PROGRAMMED YEAR	9999	2003
SUFFICIENCY RATING	34.3	68.2
WEIGHT RESTRICTION	NO	NO
WIDTH RESTRICTION	NO	NO
HEIGHT RESTRICTION	NO	NO
DEFICIENCY	STRUC DEFICIENT	STRUC DEFICIENT

STRUCTURE REPLACEMENTS

BRIDGE KEY	12290
FEATURES	I 84 EB-WB; BRO
MILEPOST	52.72
SQUARE FOOTAGE	16318
PROGRAMMED YEAR	2002
SUFFICIENCY RATING	77.9
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICIENT

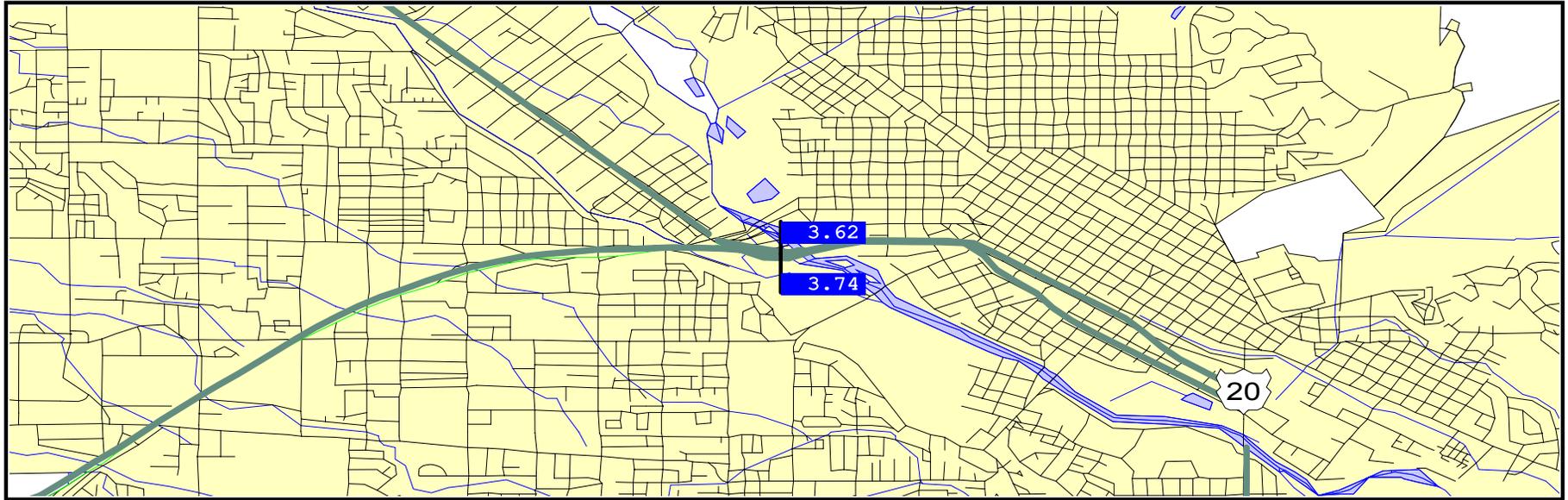
URBAN



MILEPOSTS	3.62 - 3.81
COUNTY	ADA
URBAN AREA	BOISE
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	CENTRAL BUS DIS
SECTION LENGTH	0.190
NUM OF LANES (EXISTING)	3
LANES	
WIDTH	36
MATERIAL TYPE	RIGID REINF JNT
SHOULDER	
WIDTH	8
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	2
PARKING	NONE
ADT (CURRENT)	28,000
ADT (FUTURE) -- 20 YEAR	45,881
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NO INFORMATION
YEAR OF IMPROVEMENT	0000
SEAL COAT YEAR	----
S/N OR D	6
PERCENT TRUCKS--PEAK	4
V/C RATIO	0.54
CRACK/ROUGH/FINAL INDEX	5.0/2.3/3.7

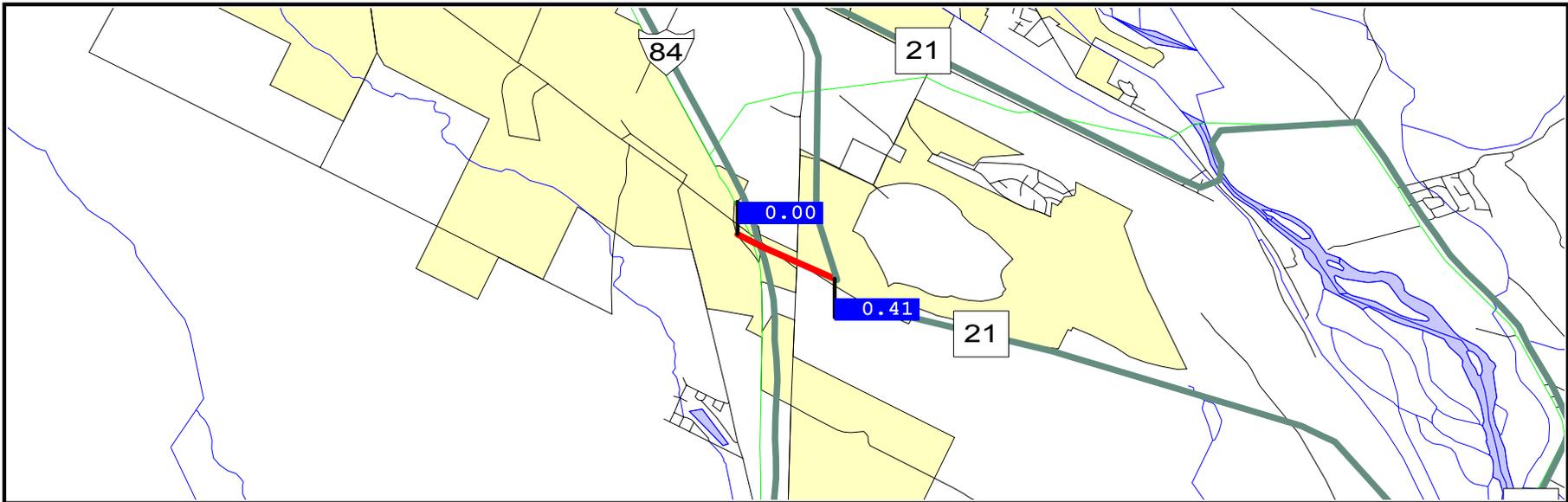
TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2012
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$93,000
TOTAL	\$93,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL
NUM OF LANES (DES.)	3

URBAN



MILEPOSTS	3.62 - 3.74
COUNTY	ADA
URBAN AREA	BOISE
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	RESIDENTIAL
SECTION LENGTH	0.120
NUM OF LANES (EXISTING)	3
LANES	
WIDTH	36
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	11,000
ADT (FUTURE) -- 20 YEAR	18,025
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NO INFORMATION
YEAR OF IMPROVEMENT	0000
SEAL COAT YEAR	----
S/N OR D	3.1
PERCENT TRUCKS--PEAK	10
V/C RATIO	0.21
CRACK/ROUGH/FINAL INDEX	5.0/2.3/3.8

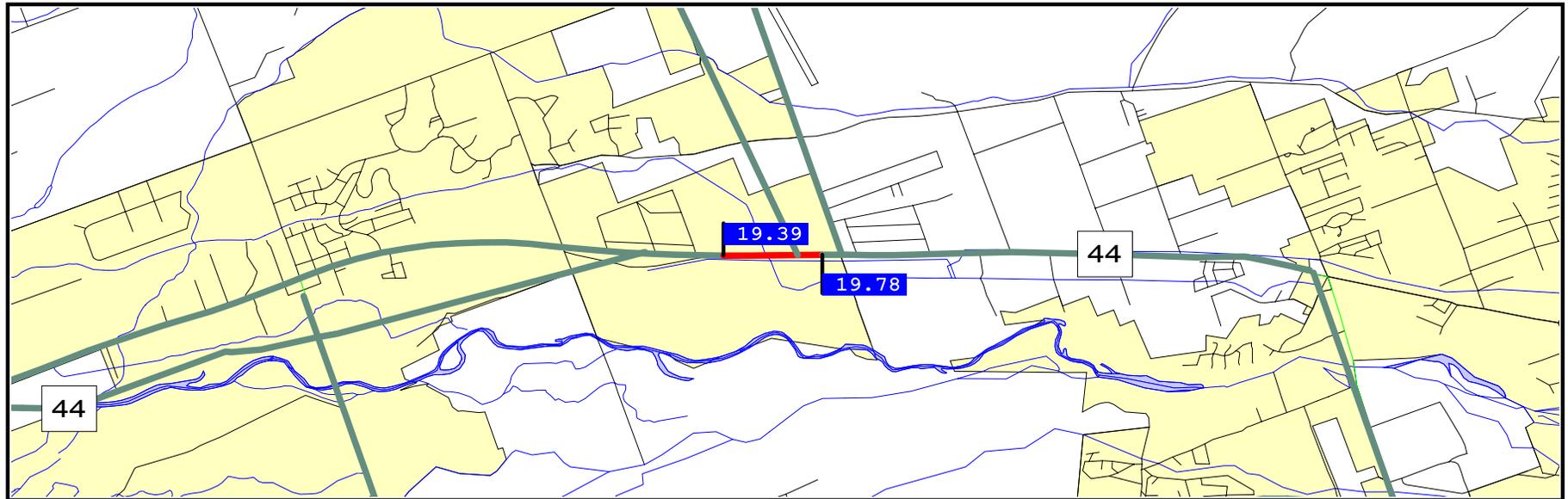
TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$42,000
TOTAL	\$42,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	3



URBAN

MILEPOSTS	0.00 - 0.41
COUNTY	ADA
URBAN AREA	BOISE
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	YES
URBAN LOCATION	RURAL IN CHAR.
SECTION LENGTH	0.410
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	22,585
ADT (FUTURE) -- 20 YEAR	29,825
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1988
SEAL COAT YEAR	2002
S/N OR D	2.2
PERCENT TRUCKS--PEAK	1
V/C RATIO	0.34
CRACK/ROUGH/FINAL INDEX	3.0/1.8/2.5

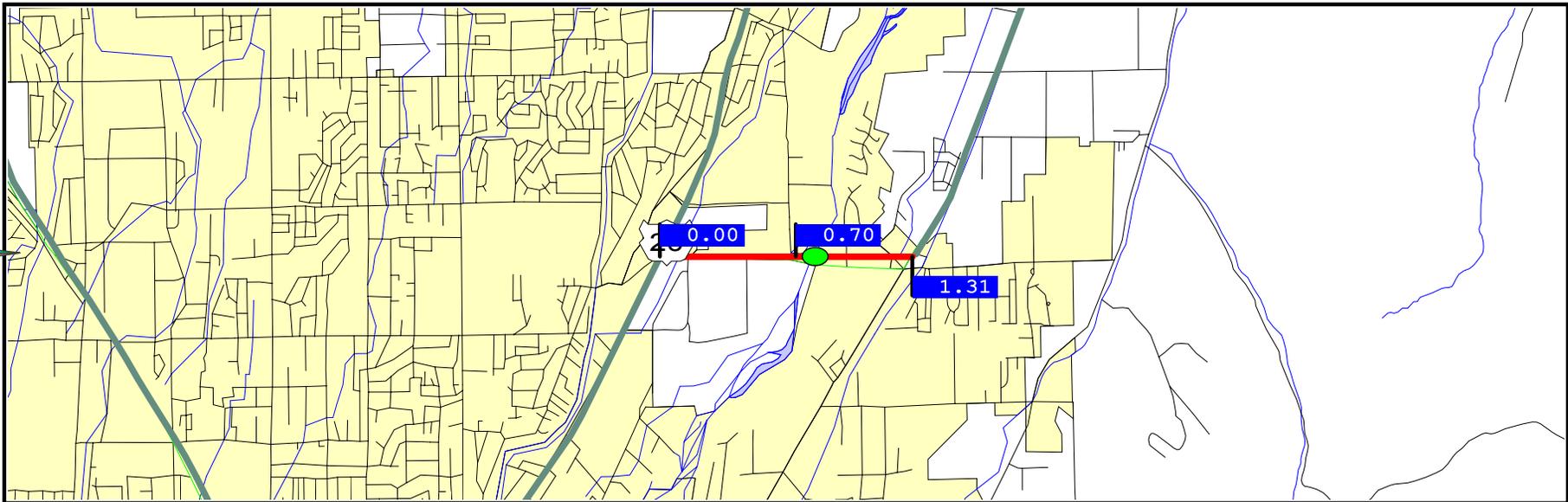
TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$190,000
TOTAL	\$190,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	4



URBAN

MILEPOSTS	19.39 - 19.78
COUNTY	ADA
URBAN AREA	BOISE
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	RESIDENTIAL
SECTION LENGTH	0.393
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	8
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	18,000
ADT (FUTURE) -- 20 YEAR	31,454
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1953
SEAL COAT YEAR	1988
S/N OR D	2.4
PERCENT TRUCKS--PEAK	2
V/C RATIO	0.30
CRACK/ROUGH/FINAL INDEX	5.0/3.4/4.2

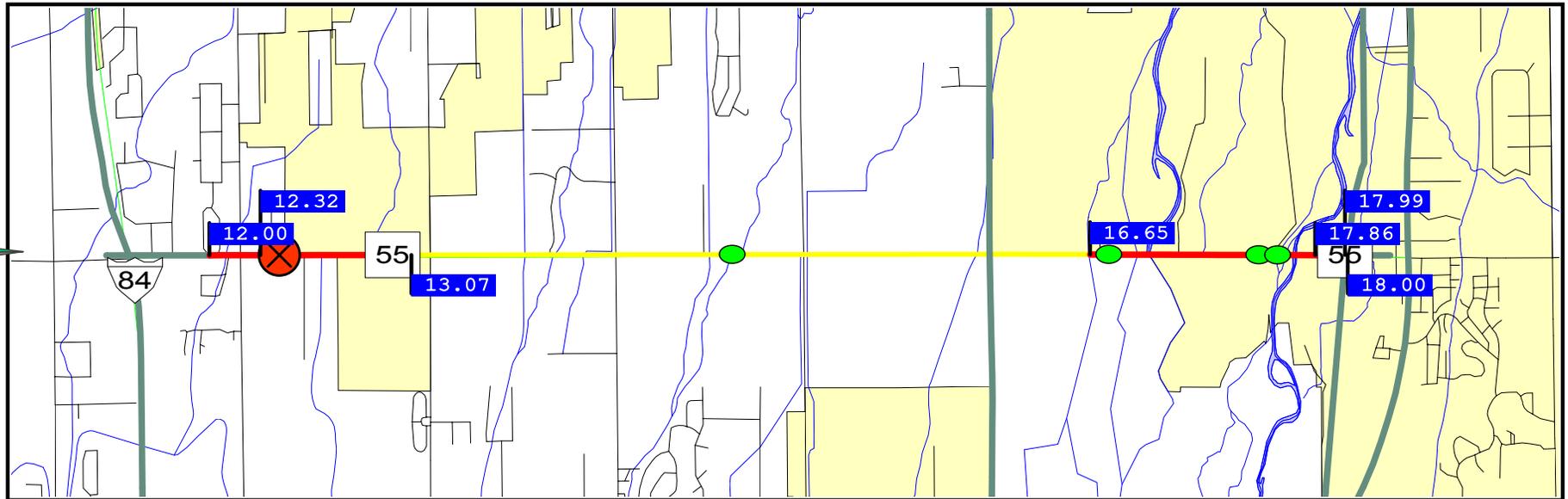
TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$182,000
TOTAL	\$182,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL
NUM OF LANES (DES.)	4



URBAN

MILEPOSTS	0.00 - 0.70	0.70 - 1.31
COUNTY	ADA	ADA
URBAN AREA	BOISE	BOISE
HIGHWAY DISTRICT #	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	NO	YES
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.700	0.610
NUM OF LANES (EXISTING)	4	4
LANES		
WIDTH	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	0	0
MATERIAL TYPE	CURBED	CURBED
MEDIAN WIDTH	--	--
PARKING	NONE	NONE
ADT (CURRENT)	32,000	33,410
ADT (FUTURE) -- 20 YEAR	49,547	51,730
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLANT MIX SEAL
YEAR OF IMPROVEMENT	1966	1994
SEAL COAT YEAR	----	----
S/N OR D	2.4	2.8
PERCENT TRUCKS--PEAK	4	3
V/C RATIO	0.60	0.62
CRACK/ROUGH/FINAL INDEX	4.8/3.1/4.0	2.7/2.1/2.4

TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: COST OF IMPROVEMENT	RESURFACE	RESURFACE
	2011	2004
	PSR < RESRF-PSR	PSR < RESRF-PSR
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$325,000	\$283,000
TOTAL	\$325,000	\$283,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	NO CONTROL
NUM OF LANES (DES.)	4	4



URBAN

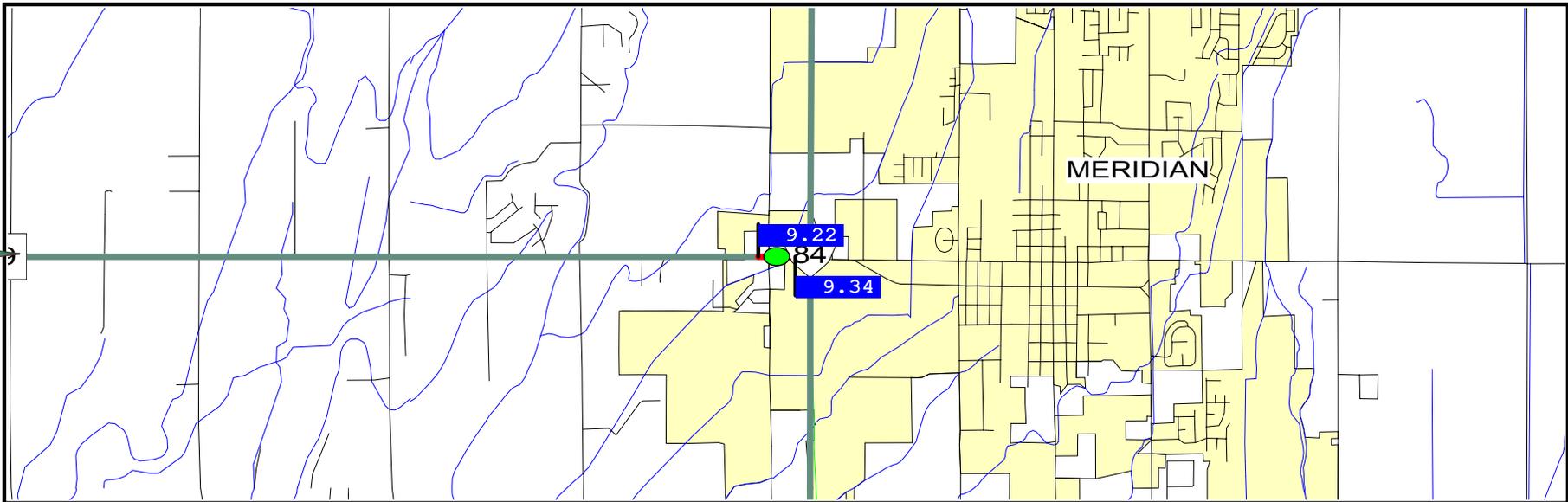
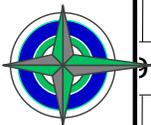
MILEPOSTS	12.00 - 12.32	12.32 - 13.07	16.65 - 17.86	17.86 - 17.99	17.99 - 18.00
COUNTY	ADA	ADA	ADA	ADA	ADA
URBAN AREA	BOISE	BOISE	BOISE	BOISE	BOISE
HIGHWAY DISTRICT #	3	3	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS
RR-XINGS	YES	NO	NO	NO	NO
STRUCTURES	NO	NO	YES	NO	NO
URBAN LOCATION	RURAL IN CHAR.	RURAL IN CHAR.	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.325	0.750	1.210	0.134	0.010
NUM OF LANES (EXISTING)	4	4	4	4	4
LANES					
WIDTH	48	48	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER					
WIDTH	8	8	12	12	10
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--
PARKING	NONE	NONE	NONE	NONE	NONE
ADT (CURRENT)	41,567	42,000	30,000	30,000	30,000
ADT (FUTURE) -- 20 YEAR	59,740	60,362	43,201	43,201	43,201
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	PAVMT XTING GRVL
YEAR OF IMPROVEMENT	1990	1990	1998	1979	1934
SEAL COAT YEAR	----	----	----	----	----
S/N OR D	2.8	2.8	3.5	2.6	1.7
PERCENT TRUCKS--PEAK	3	3	3	3	3
V/C RATIO	1.29	1.30	1.25	1.25	0.50
CRACK/ROUGH/FINAL INDEX	4.0/3.5/3.7	5.0/3.2/4.1	4.0/3.6/3.8	4.5/2.4/3.5	5.0/0.3/2.7

TYPE OF IMPROVEMENT	MAJOR-WIDENING	MAJOR-WIDENING	MAJOR-WIDENING	MAJOR-WIDENING	RESURFACE
YEAR OF IMPROVEMENT	2003	2003	2003	2003	2011
SYSTEM DEFICIENCY:	VOLUME/CAPACITY	VOLUME/CAPACITY	VOLUME/CAPACITY	VOLUME/CAPACITY	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	NUMBER OF LANES	NUMBER OF LANES	NUMBER OF LANES	NUMBER OF LANES	
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$135,000	\$312,000	\$503,000	\$56,000	\$0
FOR CONSTRUCTION	\$195,000	\$450,000	\$726,000	\$80,000	\$5,000
TOTAL	\$330,000	\$762,000	\$1,229,000	\$136,000	\$5,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	6	6	6	6	4

RR CROSSING NUMBER	819599C
TOTAL THROUGH TRAINS	4
TOT SWITCHING TRAINS	0
SPEED RANGE	5 TO 59
CROSSING SURFACE TYPE	RUBBER
TYPES OF CONTROLS	
FLASHING LIGHTS	4
MAST MOUNTED	2
OTHER LIGHTS	2
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	2
SPEED SELECTION	NO

R R C R O S S I N G I M P R O V E M E N T

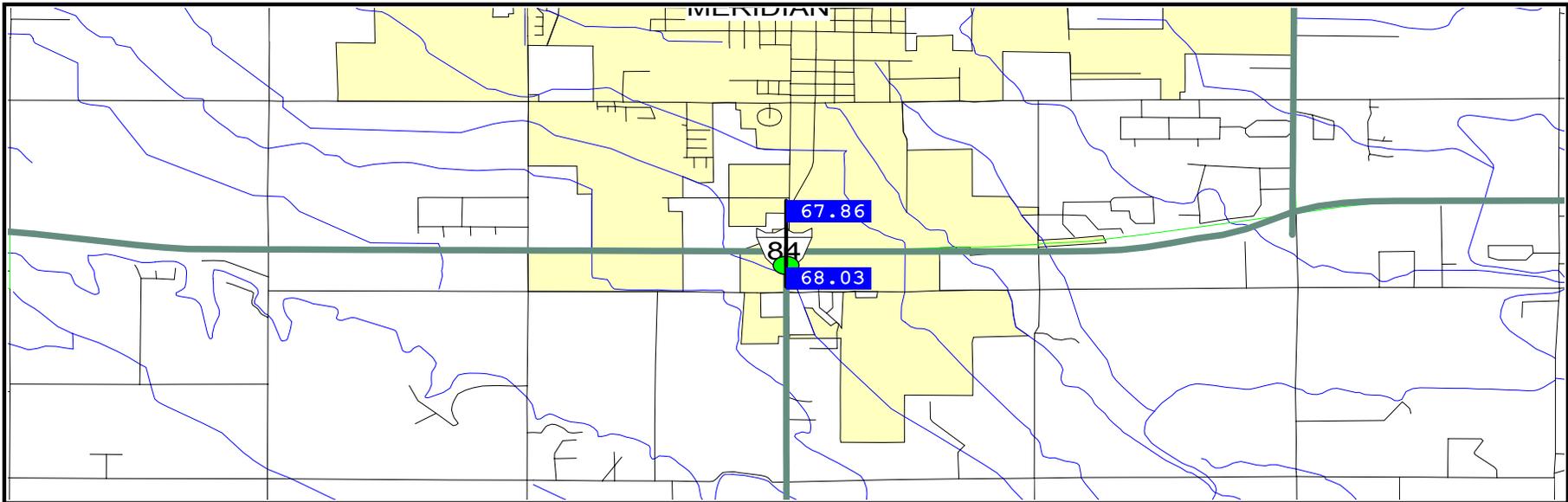
TYPE OF IMPROVEMENT	LIGHTS/GATES
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	LIGHTS/GATES
COST OF IMPROVEMENT	
COST CONTROL	\$250,000
SURFACE	\$0
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$250,000
ADMINISTRATIVE	\$12,500
TOI CROSSING SURFACE	RUBBER



URBAN

MILEPOSTS	9.22 - 9.34
COUNTY	ADA
URBAN AREA	BOISE
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	YES
URBAN LOCATION	RURAL IN CHAR.
SECTION LENGTH	0.126
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	10
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	23,000
ADT (FUTURE) -- 20 YEAR	32,926
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1948
SEAL COAT YEAR	1999
S/N OR D	2.2
PERCENT TRUCKS--PEAK	2
V/C RATIO	0.38
CRACK/ROUGH/FINAL INDEX	5.0/3.3/4.2

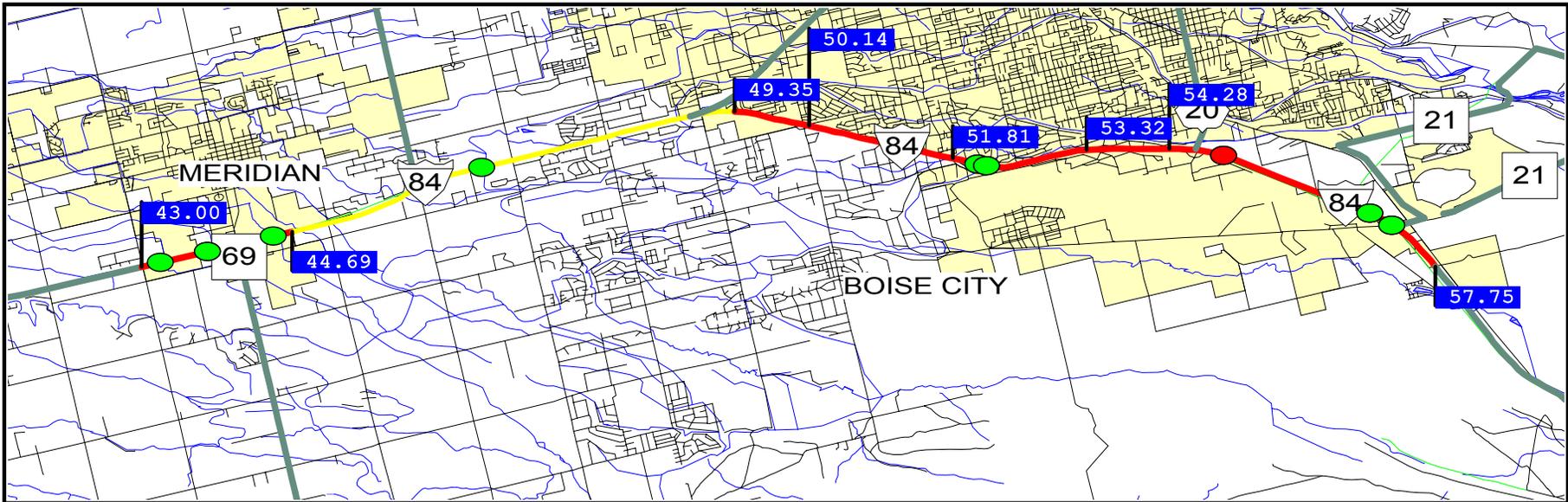
TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$58,000
TOTAL	\$58,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL
NUM OF LANES (DES.)	4



URBAN

MILEPOSTS	67.86 - 68.03
COUNTY	ADA
URBAN AREA	BOISE
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	YES
URBAN LOCATION	RURAL IN CHAR.
SECTION LENGTH	0.166
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	25,000
ADT (FUTURE) -- 20 YEAR	43,685
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1965
SEAL COAT YEAR	----
S/N OR D	2.2
PERCENT TRUCKS--PEAK	1
V/C RATIO	0.45
CRACK/ROUGH/FINAL INDEX	5.0/4.0/4.6

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2013
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$77,000
TOTAL	\$77,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	4



URBAN

MILEPOSTS	43.00 - 44.69	49.35 - 50.14	50.14 - 51.81	51.81 - 53.32	53.32 - 54.28	54.28 - 57.75
COUNTY	ADA	ADA	ADA	ADA	ADA	ADA
URBAN AREA	BOISE	BOISE	BOISE	BOISE	BOISE	BOISE
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	YES	YES	YES	YES
URBAN LOCATION	RESIDENTIAL	RURAL IN CHAR.				
SECTION LENGTH	1.689	0.789	1.668	1.509	0.958	3.472
NUM OF LANES (EXISTING)	4	6	6	4	4	4
LANES						
WIDTH	48	72	72	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	RIGID PLAIN JNT	RIGID PLAIN JNT	RIGID PLAIN JNT	RIGID PLAIN JNT	RIGID PLAIN JNT
SHOULDER						
WIDTH	10	10	10	10	10	10
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	TIED PORTLND CC	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	68	58	58	58	58	58
PARKING	NONE	NONE	NONE	NONE	NONE	NONE
ADT (CURRENT)	68,698	71,814	72,500	72,500	67,871	41,112
ADT (FUTURE) -- 20 YEAR	109,107	113,611	114,920	114,920	107,583	66,064
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	COLD IN PL RECY	REHAB CONCRETE	REHAB CONCRETE	REHAB CONCRETE	REHAB CONCRETE	REHAB CONCRETE
YEAR OF IMPROVEMENT	1997	1992	1992	1992	1992	1992
SEAL COAT YEAR	1988	----	----	----	----	----
S/N OR D	6.6	8	8	8	8	8
PERCENT TRUCKS--PEAK	7	6	7	7	7	10
V/C RATIO	1.07	0.71	0.72	1.13	1.05	0.64
CRACK/ROUGH/FINAL INDEX	3.5/3.1/3.3	3.5/3.0/3.2	3.0/2.9/2.9	2.4/2.5/3.2	2.4/2.3/2.9	2.5/2.5/3.0

TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT	MAJOR-WIDENING 2003	MAJOR-WIDENING 2009	MAJOR-WIDENING 2008	MAJOR-WIDENING 2003	MAJOR-WIDENING 2003	RESURFACE 2003
SYSTEM DEFICIENCY:	VOLUME/CAPACITY	PSR < RESRF-PSR	PSR < RESRF-PSR	VOLUME/CAPACITY	VOLUME/CAPACITY	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	NUMBER OF LANES	VOLUME/CAPACITY	VOLUME/CAPACITY	NUMBER OF LANES	NUMBER OF LANES	
SYSTEM DEFICIENCY:		NUMBER OF LANES	NUMBER OF LANES			
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$3,081,000	\$720,000	\$1,521,000	\$2,752,000	\$1,747,000	\$0
FOR CONSTRUCTION	\$2,344,000	\$548,000	\$1,158,000	\$2,094,000	\$1,330,000	\$1,555,000
TOTAL	\$5,425,000	\$1,268,000	\$2,679,000	\$4,846,000	\$3,077,000	\$1,555,000
ACCESS CONTROL (FUTURE)	FULL CONTROL	FULL CONTROL				
NUM OF LANES (DES.)	8	8	8	8	8	4

S T R U C T U R E I M P R O V E M E N T S

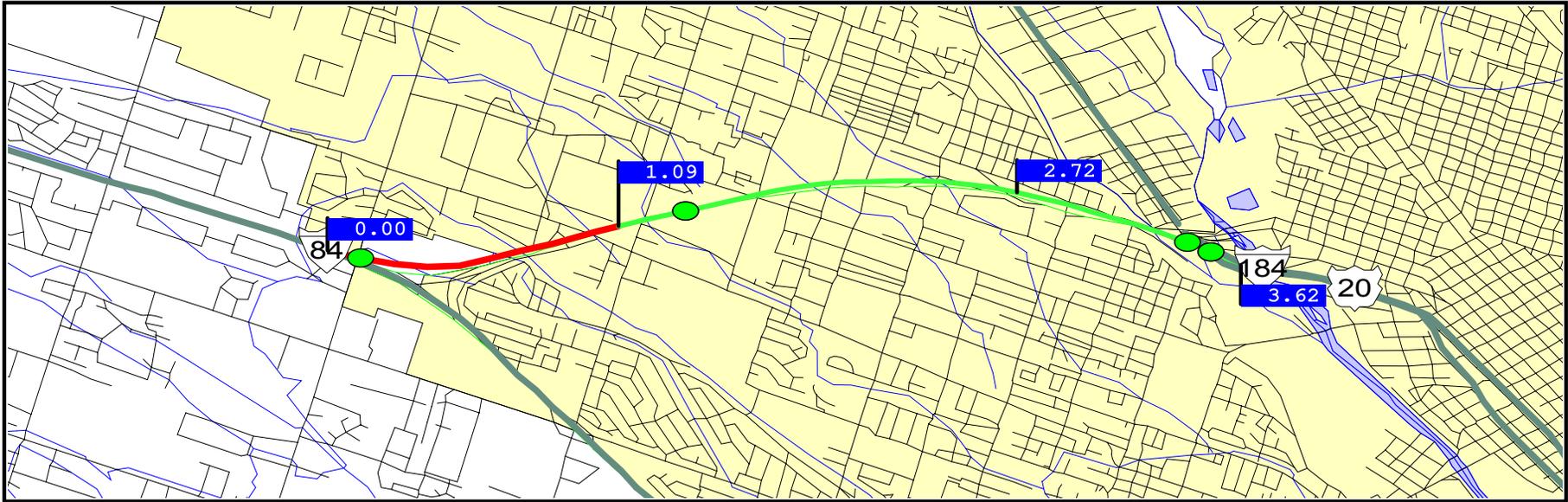
STRUCTURE REPLACEMENTS

BRIDGE KEY	15750
FEATURES	UPRR;GOWEN SPU
MILEPOST	54.81
SQUARE FOOTAGE	11358
PROGRAMMED YEAR	
SUFFICIENCY RATING	64.9
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICENT

STRUCTURE REPLACEMENTS

BRIDGE KEY	15755
FEATURES	UPRR;GOWEN SPU
MILEPOST	54.81
SQUARE FOOTAGE	11358
PROGRAMMED YEAR	
SUFFICIENCY RATING	64.9
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICENT

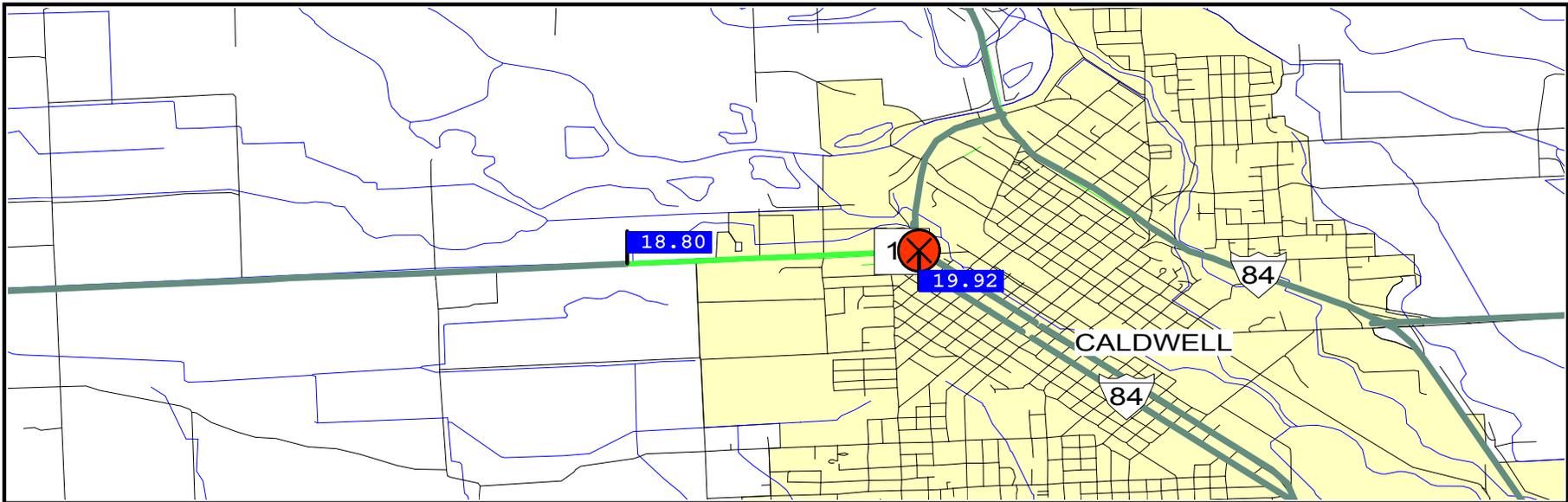
URBAN



MILEPOSTS	0.00 - 1.09	1.09 - 2.72	2.72 - 3.62
COUNTY	ADA	ADA	ADA
URBAN AREA	BOISE	BOISE	BOISE
HIGHWAY DISTRICT #	3	3	3
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO
STRUCTURES	YES	YES	YES
URBAN LOCATION	RURAL IN CHAR.	RURAL IN CHAR.	OUTLYNG BUS DIS
SECTION LENGTH	1.092	1.629	0.899
NUM OF LANES (EXISTING)	4	6	6
LANES			
WIDTH	48	72	72
MATERIAL TYPE	RIGID PLAIN JNT	RIGID PLAIN JNT	RIGID PLAIN JNT
SHOULDER			
WIDTH	10	10	10
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	26	32	32
PARKING	NONE	NONE	NONE
ADT (CURRENT)	50,084	59,422	56,572
ADT (FUTURE) -- 20 YEAR	82,068	97,370	92,700
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	REHAB CONCRETE	REHAB CONCRETE	NW CONS/RCN CON
YEAR OF IMPROVEMENT	1987	1987	1992
SEAL COAT YEAR	----	----	----
S/N OR D	8	8	11
PERCENT TRUCKS--PEAK	3	3	3
V/C RATIO	0.78	0.59	0.56
CRACK/ROUGH/FINAL INDEX	4.0/3.2/3.6	4.0/3.1/3.5	4.5/3.0/3.7

TYPE OF IMPROVEMENT	MAJOR-WIDENING
YEAR OF IMPROVEMENT	2005
SYSTEM DEFICIENCY:	VOLUME/CAPACITY
SYSTEM DEFICIENCY:	NUMBER OF LANES
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$996,000
FOR CONSTRUCTION	\$758,000
TOTAL	\$1,754,000
ACCESS CONTROL (FUTURE)	FULL CONTROL
NUM OF LANES (DES.)	6

URBAN



MILEPOSTS	18.80 - 19.92
COUNTY	CANYON
URBAN AREA	CALDWELL
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	YES
STRUCTURES	NO
URBAN LOCATION	OUTLYNG BUS DIS
SECTION LENGTH	1.120
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	10,688
ADT (FUTURE) -- 20 YEAR	14,367
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	ONE LANE
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1948
SEAL COAT YEAR	----
S/N OR D	5.4
PERCENT TRUCKS--PEAK	9
V/C RATIO	0.18
CRACK/ROUGH/FINAL INDEX	4.5/3.2/3.9

RR CROSSING NUMBER	818845G
TOTAL THROUGH TRAINS	1
TOT SWITCHING TRAINS	0
SPEED RANGE	3 TO 20
CROSSING SURFACE TYPE	SECTION TIMBER
TYPES OF CONTROLS	
FLASHING LIGHTS	0
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	0
SPEED SELECTION	NO

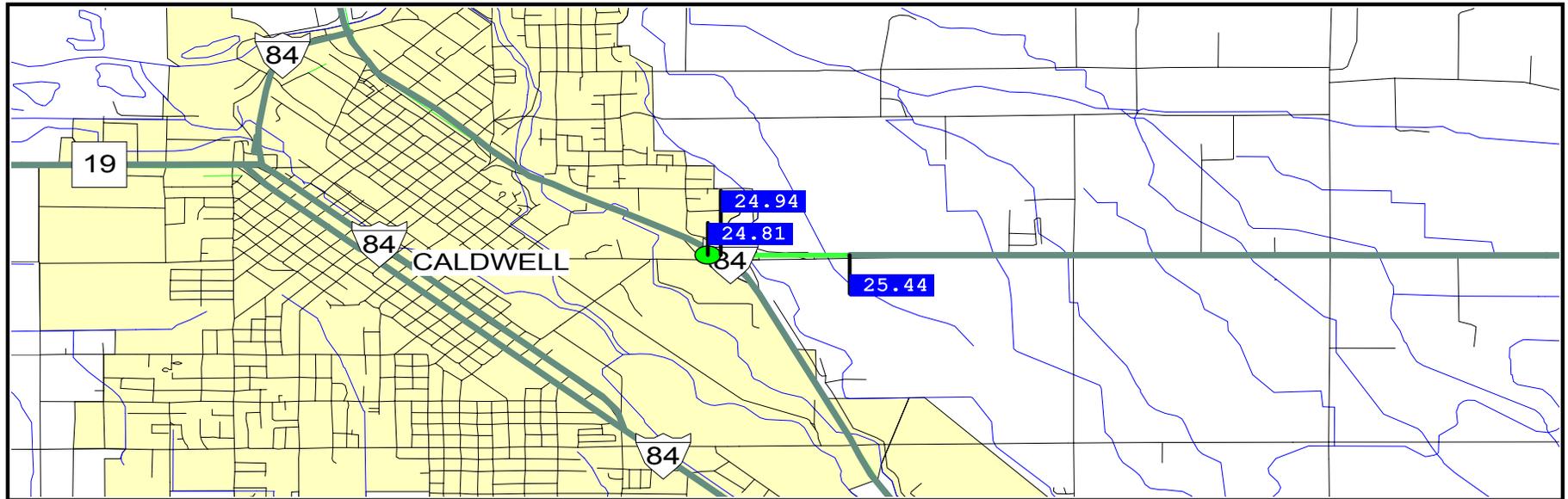
R R C R O S S I N G I M P R O V E M E N T

TYPE OF IMPROVEMENT	FLASHING LIGHTS
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	FLASHING LIGHTS
COST OF IMPROVEMENT	
COST CONTROL	\$150,000
SURFACE	\$120,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$270,000
ADMINISTRATIVE	\$13,500
TOI CROSSING SURFACE	RUBBER

RR CROSSING NUMBER	818852S
TOTAL THROUGH TRAINS	1
TOT SWITCHING TRAINS	0
SPEED RANGE	3 TO 20
CROSSING SURFACE TYPE	ASPHALT
TYPES OF CONTROLS	
FLASHING LIGHTS	0
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	0
SPEED SELECTION	NO

R R C R O S S I N G I M P R O V E M E N T

TYPE OF IMPROVEMENT	FLASHING LIGHTS
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	FLASHING LIGHTS
COST OF IMPROVEMENT	
COST CONTROL	\$150,000
SURFACE	\$120,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$270,000
ADMINISTRATIVE	\$13,500
TOI CROSSING SURFACE	RUBBER

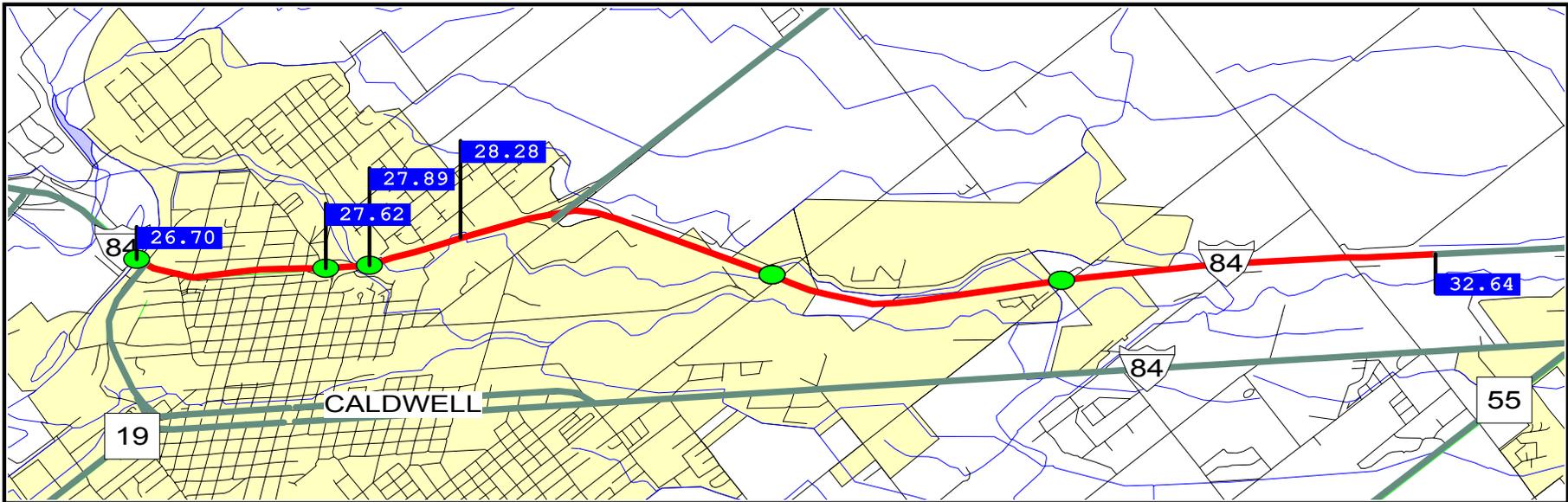


URBAN

MILEPOSTS	24.81 - 24.94	24.94 - 25.44
COUNTY	CANYON	CANYON
URBAN AREA	CALDWELL	CALDWELL
HIGHWAY DISTRICT #	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	YES	NO
URBAN LOCATION	RURAL IN CHAR.	RURAL IN CHAR.
SECTION LENGTH	0.135	0.499
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	0	4
MATERIAL TYPE	CURBED	BITUMINOUS
MEDIAN WIDTH	--	--
PARKING	NONE	NONE
ADT (CURRENT)	15,000	11,635
ADT (FUTURE) -- 20 YEAR	21,473	16,689
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	NO	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1954	1995
SEAL COAT YEAR	1980	1998
S/N OR D	2.6	5.1
PERCENT TRUCKS--PEAK	2	2
V/C RATIO	0.49	0.42
CRACK/ROUGH/FINAL INDEX	4.5/2.3/3.5	5.0/2.7/4.0

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2010
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$31,000
TOTAL	\$31,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2

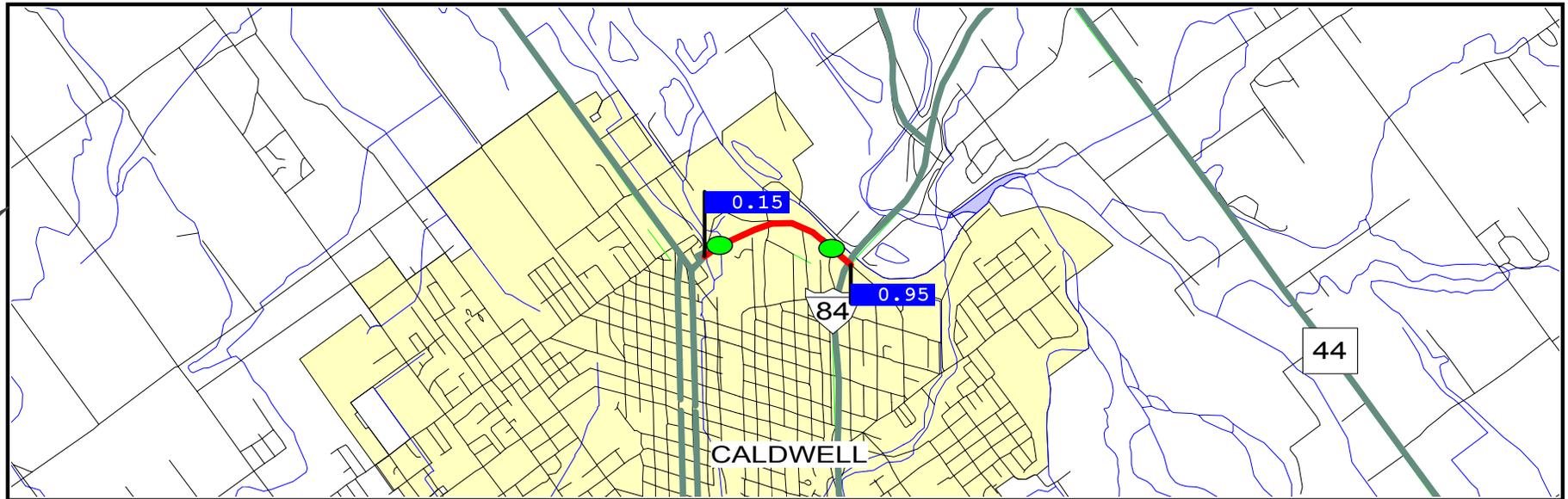
URBAN



MILEPOSTS	26.70 - 27.62	27.62 - 27.89	27.89 - 28.28	28.28 - 32.64
COUNTY	CANYON	CANYON	CANYON	CANYON
URBAN AREA	CALDWELL	CALDWELL	CALDWELL	CALDWELL
HIGHWAY DISTRICT #	3	3	3	3
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	YES
URBAN LOCATION	RURAL IN CHAR.	RURAL IN CHAR.	RURAL IN CHAR.	RURAL IN CHAR.
SECTION LENGTH	0.921	0.272	0.387	4.360
NUM OF LANES (EXISTING)	4	4	4	4
LANES				
WIDTH	48	48	48	48
MATERIAL TYPE	RIGID PLAIN JNT	RIGID PLAIN JNT	RIGID PLAIN JNT	HIGH FLEXIBLE
SHOULDER				
WIDTH	10	10	10	10
MATERIAL TYPE	TIED PORTLND CC	TIED PORTLND CC	PORTLAND CC	BITUMINOUS
MEDIAN WIDTH	12	14	14	99
PARKING	NONE	NONE	NONE	NONE
ADT (CURRENT)	32,842	35,000	35,000	35,418
ADT (FUTURE) -- 20 YEAR	53,085	56,463	56,463	57,249
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	REHAB CONCRETE	REHAB CONCRETE	REHAB CONCRETE	HOT IN PL RECYC
YEAR OF IMPROVEMENT	1991	1991	1991	1993
SEAL COAT YEAR	----	----	1982	1982
S/N OR D	9	9	9	3.8
PERCENT TRUCKS--PEAK	11	11	11	11
V/C RATIO	0.46	0.49	0.49	0.55
CRACK/ROUGH/FINAL INDEX	4.4/3.1/4.0	3.5/3.4/3.4	2.2/3.7/3.0	2.0/3.1/2.6

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE	RECONST-ADDLANE
YEAR OF IMPROVEMENT	2014	2008	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:				PSR < RECON-PSR
SYSTEM DEFICIENCY:				VOLUME/CAPACITY
COST OF IMPROVEMENT				NUMBER OF LANES
FOR ROW AND UTIL	\$0	\$0	\$0	\$16,245,000
FOR CONSTRUCTION	\$413,000	\$122,000	\$173,000	\$10,124,000
TOTAL	\$413,000	\$122,000	\$173,000	\$26,369,000
ACCESS CONTROL (FUTURE)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
NUM OF LANES (DES.)	4	4	4	6

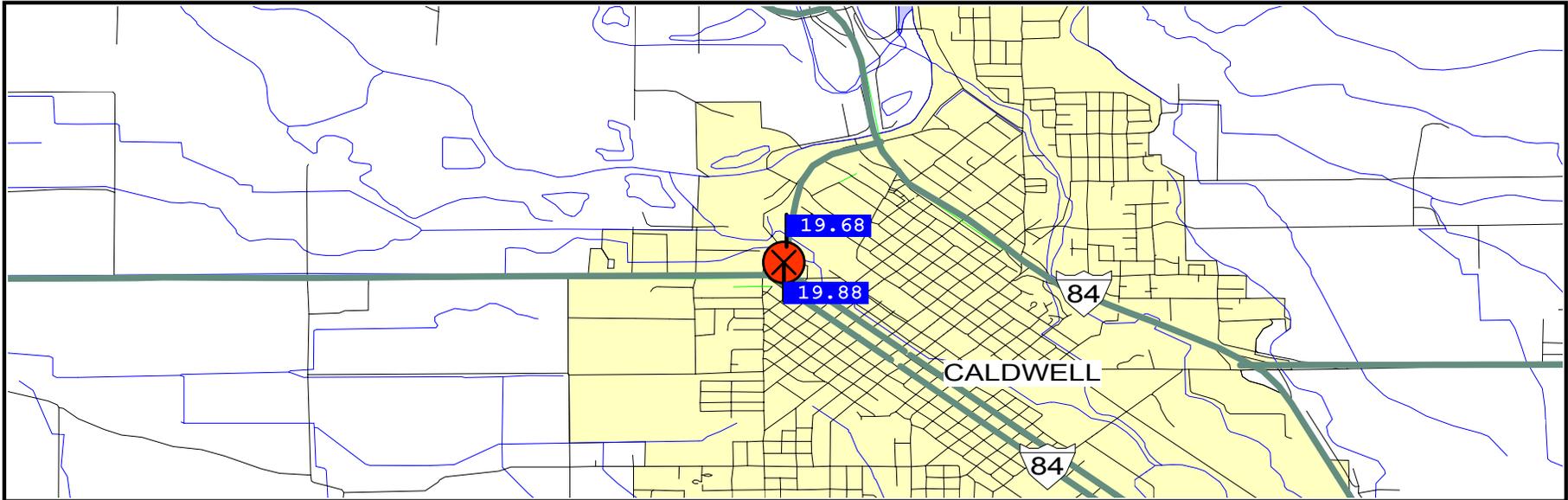
URBAN



MILEPOSTS	0.15 - 0.95
COUNTY	CANYON
URBAN AREA	CALDWELL
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	YES
URBAN LOCATION	FRINGE
SECTION LENGTH	0.798
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	13,219
ADT (FUTURE) -- 20 YEAR	17,629
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NO INFORMATION
YEAR OF IMPROVEMENT	0000
SEAL COAT YEAR	----
S/N OR D	2.1
PERCENT TRUCKS--PEAK	6
V/C RATIO	0.20
CRACK/ROUGH/FINAL INDEX	2.4/2.8/2.6

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$520,000
TOTAL	\$520,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL
NUM OF LANES (DES.)	4

URBAN



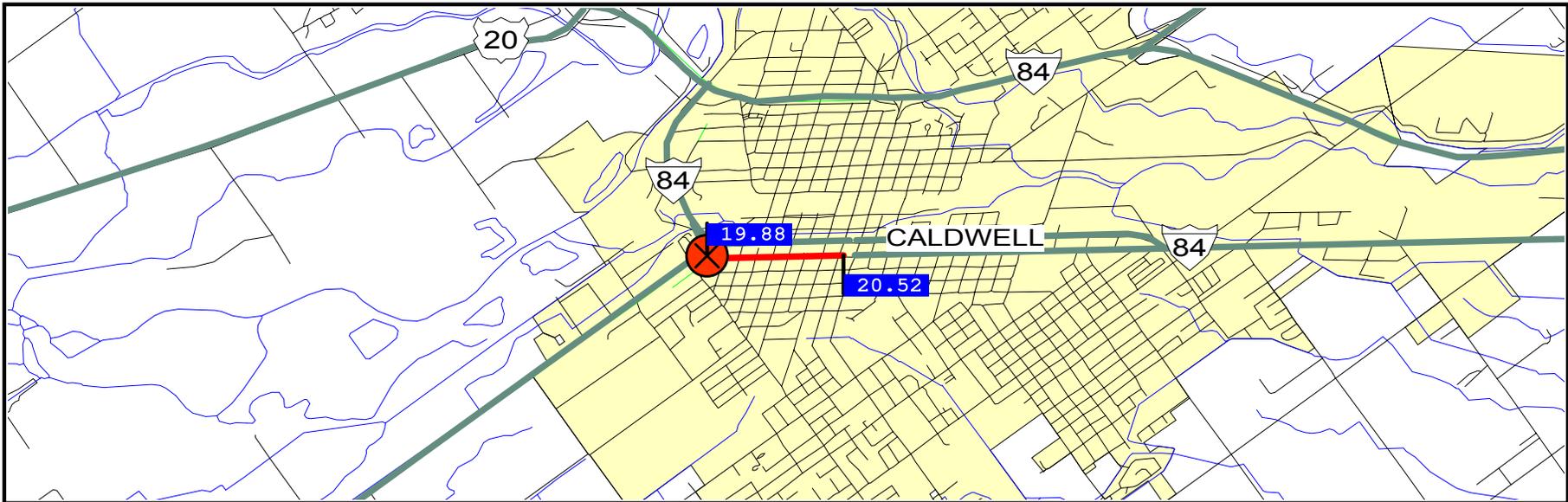
MILEPOSTS	19.68 - 19.88
COUNTY	CANYON
URBAN AREA	CALDWELL
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	YES
STRUCTURES	NO
URBAN LOCATION	CENTRAL BUS DIS
SECTION LENGTH	0.195
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	4,962
ADT (FUTURE) -- 20 YEAR	6,696
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	ONE LANE
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1980
SEAL COAT YEAR	----
S/N OR D	4.8
PERCENT TRUCKS--PEAK	10
V/C RATIO	0.14
CRACK/ROUGH/FINAL INDEX	4.0/2.8/3.5

RR CROSSING NUMBER	906027P
TOTAL THROUGH TRAINS	4
TOT SWITCHING TRAINS	0
SPEED RANGE	5 TO 20
CROSSING SURFACE TYPE	SECTION TIMBER
TYPES OF CONTROLS	
FLASHING LIGHTS	2
MAST MOUNTED	2
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	0
SPEED SELECTION	NO

R R C R O S S I N G I M P R O V E M E N T

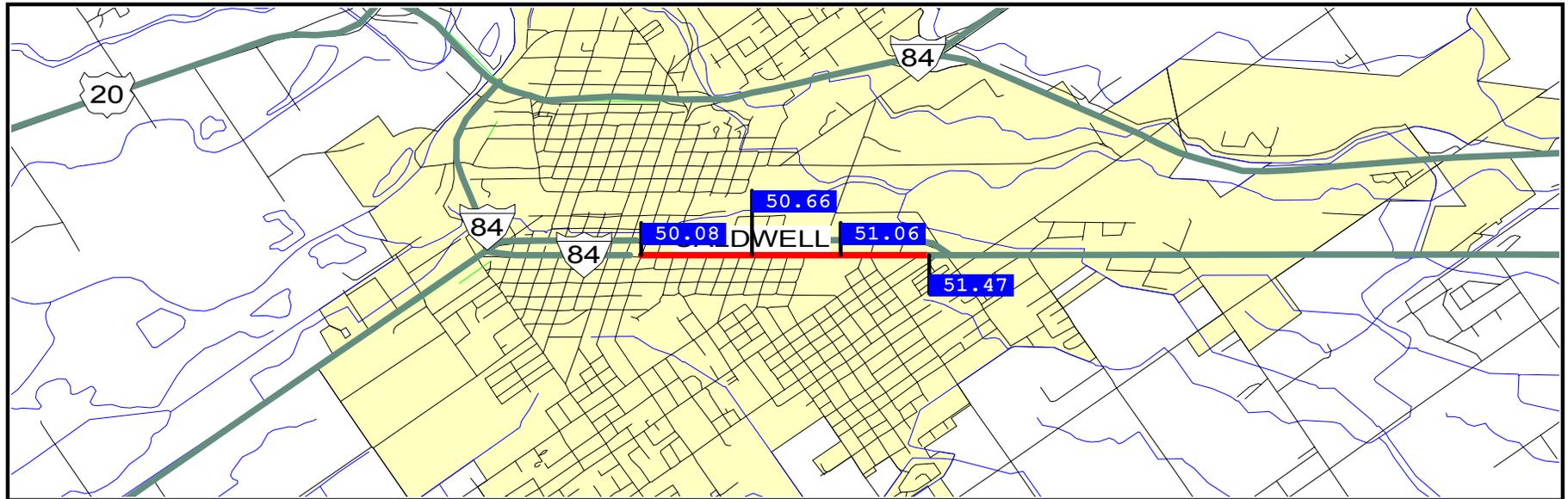
TYPE OF IMPROVEMENT	LIGHTS/GATES
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	LIGHTS/GATES
COST OF IMPROVEMENT	
COST CONTROL	\$250,000
SURFACE	\$60,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$310,000
ADMINISTRATIVE	\$15,500
TOI CROSSING SURFACE	RUBBER

URBAN



MILEPOSTS	19.88 - 20.52
COUNTY	CANYON
URBAN AREA	CALDWELL
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	CENTRAL BUS DIS
SECTION LENGTH	0.645
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	NA
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	BOTH SIDES
ADT (CURRENT)	6,627
ADT (FUTURE) -- 20 YEAR	8,786
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	MILL AND INLAY
YEAR OF IMPROVEMENT	2001
SEAL COAT YEAR	----
S/N OR D	2.0
PERCENT TRUCKS--PEAK	2
V/C RATIO	0.21
CRACK/ROUGH/FINAL INDEX	5.0/1.6/3.5

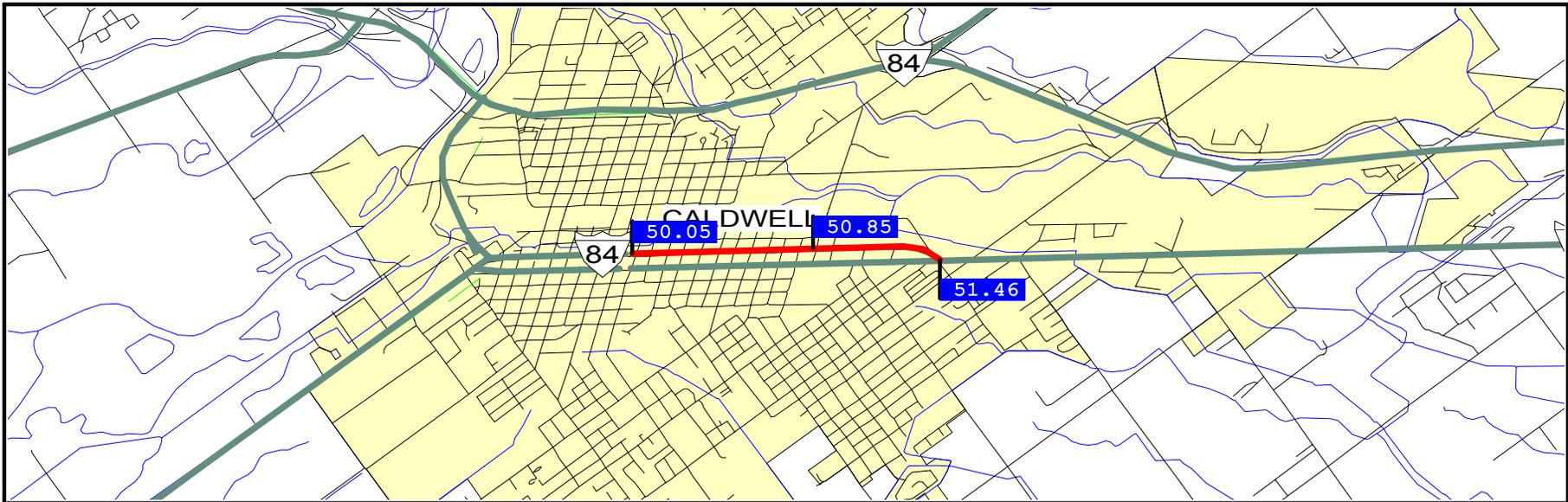
TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2012
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$210,000
TOTAL	\$210,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL
NUM OF LANES (DES.)	2



URBAN

MILEPOSTS	50.08 - 50.66	50.66 - 51.06	51.06 - 51.47
COUNTY	CANYON	CANYON	CANYON
URBAN AREA	CALDWELL	CALDWELL	CALDWELL
HIGHWAY DISTRICT #	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	NO
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL	OUTLYNG BUS DIS
SECTION LENGTH	0.584	0.393	0.418
NUM OF LANES (EXISTING)	2	2	2
LANES			
WIDTH	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	NA	NA	NA
MATERIAL TYPE	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--
PARKING	BOTH SIDES	BOTH SIDES	BOTH SIDES
ADT (CURRENT)	12,000	12,754	13,715
ADT (FUTURE) -- 20 YEAR	15,847	16,876	18,219
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL
WIDENING FEASIBLE?	NO	NO	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	REHAB & RESURF	REHAB & RESURF	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1976	1976	1966
SEAL COAT YEAR	1989	1989	1989
S/N OR D	4.7	4.7	3.6
PERCENT TRUCKS--PEAK	1	1	3
V/C RATIO	0.67	0.41	0.44
CRACK/ROUGH/FINAL INDEX	2.4/2.2/2.3	2.2/2.5/2.3	2.0/1.8/1.9

TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: COST OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE
	2003	2003	2003
	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
FOR ROW AND UTIL	\$0	\$0	\$0
FOR CONSTRUCTION	\$135,000	\$91,000	\$136,000
TOTAL	\$135,000	\$91,000	\$136,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2

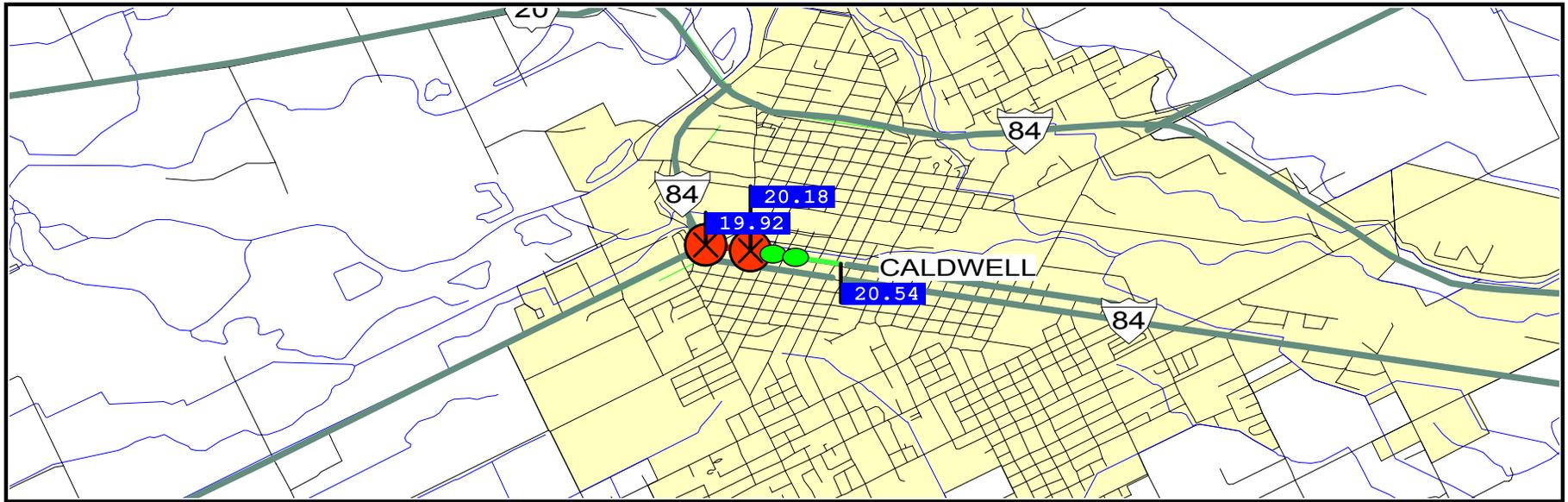


URBAN

MILEPOSTS	50.05 - 50.85	50.85 - 51.46
COUNTY	CANYON	CANYON
URBAN AREA	CALDWELL	CALDWELL
HIGHWAY DISTRICT #	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
URBAN LOCATION	RESIDENTIAL	OUTLYNG BUS DIS
SECTION LENGTH	0.801	0.609
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	NA	NA
MATERIAL TYPE	CURBED	CURBED
MEDIAN WIDTH	--	--
PARKING	BOTH SIDES	BOTH SIDES
ADT (CURRENT)	12,000	13,064
ADT (FUTURE) -- 20 YEAR	15,878	17,286
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1966	1966
SEAL COAT YEAR	----	----
S/N OR D	3.6	3.6
PERCENT TRUCKS--PEAK	1	1
V/C RATIO	0.38	0.42
CRACK/ROUGH/FINAL INDEX	2.4/1.9/2.2	1.9/2.0/1.9

TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: COST OF IMPROVEMENT	RESURFACE	RESURFACE
	2003	2003
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$186,000	\$199,000
TOTAL	\$186,000	\$199,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2

URBAN



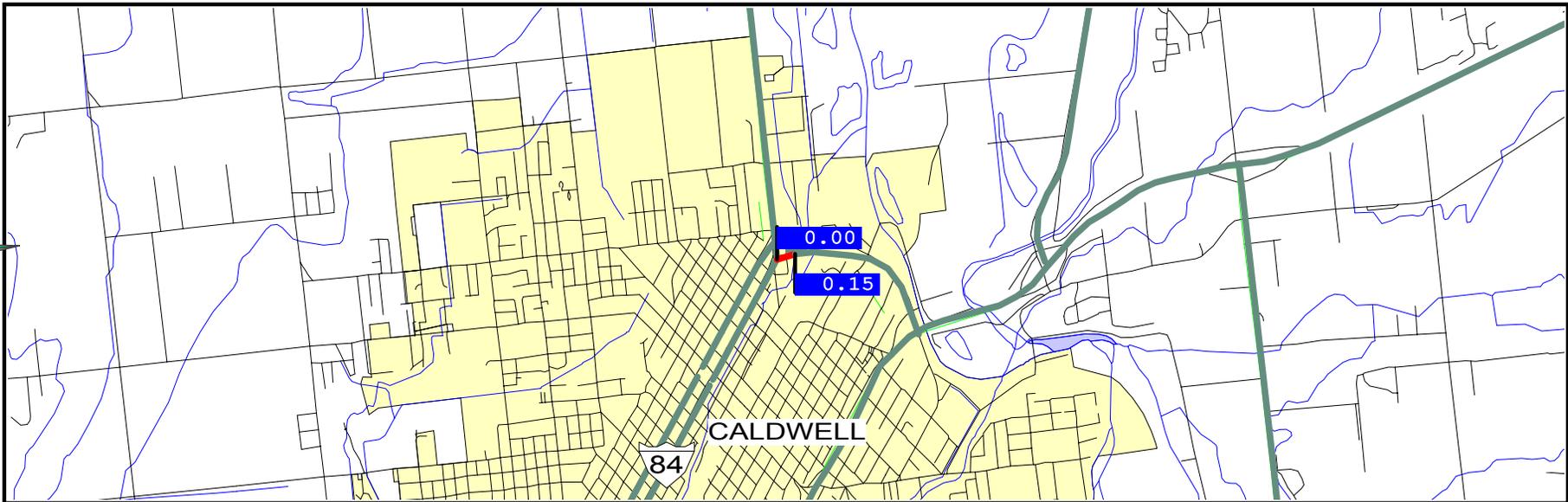
MILEPOSTS	19.92 - 20.18	20.18 - 20.54
COUNTY	CANYON	CANYON
URBAN AREA	CALDWELL	CALDWELL
HIGHWAY DISTRICT #	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	YES	NO
STRUCTURES	NO	YES
URBAN LOCATION	CENTRAL BUS DIS	CENTRAL BUS DIS
SECTION LENGTH	0.266	0.359
NUM OF LANES (EXISTING)	2	3
LANES		
WIDTH	24	36
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	NA	NA
MATERIAL TYPE	CURBED	CURBED
MEDIAN WIDTH	--	--
PARKING	BOTH SIDES	BOTH SIDES
ADT (CURRENT)	4,500	7,238
ADT (FUTURE) -- 20 YEAR	5,966	9,577
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	MILL AND INLAY	MILL AND INLAY
YEAR OF IMPROVEMENT	2001	2001
SEAL COAT YEAR	----	----
S/N OR D	2.4	2.4
PERCENT TRUCKS--PEAK	3	2
V/C RATIO	0.14	0.15
CRACK/ROUGH/FINAL INDEX	5.0/2.7/4.0	5.0/2.3/3.9

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2014
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$87,000
TOTAL	\$87,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL
NUM OF LANES (DES.)	2

RR CROSSING NUMBER	819573A
TOTAL THROUGH TRAINS	4
TOT SWITCHING TRAINS	0
SPEED RANGE	5 TO 25
CROSSING SURFACE TYPE	SECTION TIMBER
TYPES OF CONTROLS	
FLASHING LIGHTS	2
MAST MOUNTED	2
GATES	2
RED/WHITE REFLCT.	2
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	2
SPEED SELECTION	NO

R R C R O S S I N G I M P R O V E M E N T

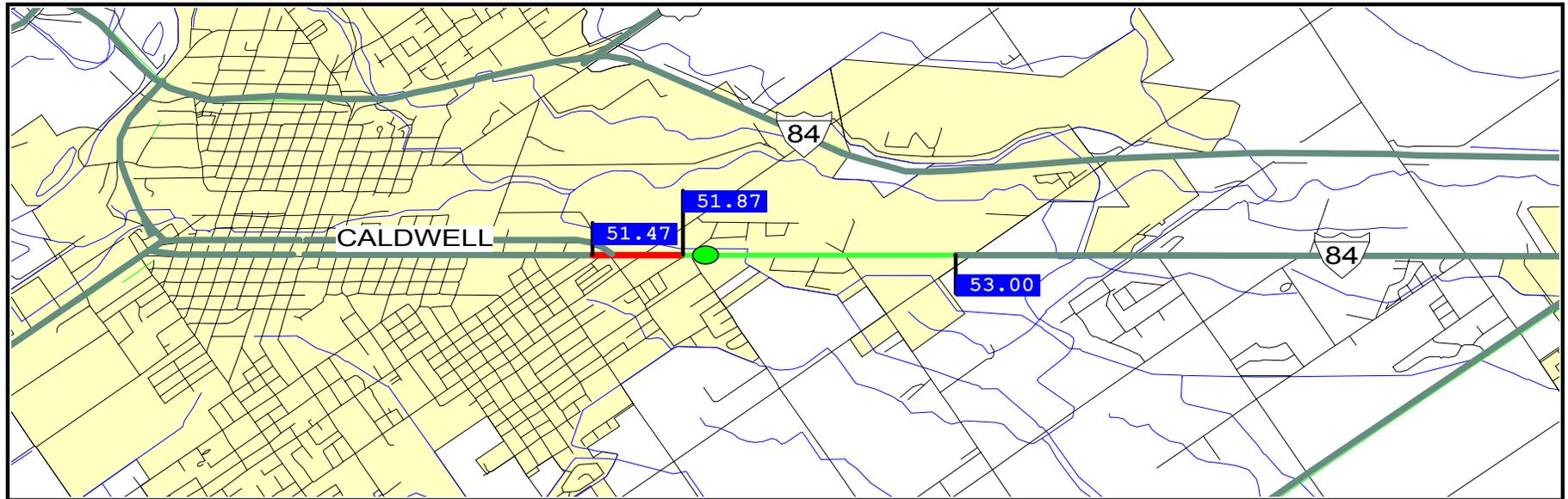
TYPE OF IMPROVEMENT	CHANGE SURFACE
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	SURFACE
COST OF IMPROVEMENT	
COST CONTROL	\$0
SURFACE	\$60,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$60,000
ADMINISTRATIVE	\$3,000
TOI CROSSING SURFACE	RUBBER



URBAN

MILEPOSTS	0.00 - 0.15
COUNTY	CANYON
URBAN AREA	CALDWELL
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	FRINGE
SECTION LENGTH	0.150
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	6,000
ADT (FUTURE) -- 20 YEAR	8,081
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NO INFORMATION
YEAR OF IMPROVEMENT	0000
SEAL COAT YEAR	----
S/N OR D	2.1
PERCENT TRUCKS--PEAK	10
V/C RATIO	0.16
CRACK/ROUGH/FINAL INDEX	4.5/1.4/3.2

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2010
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$49,000
TOTAL	\$49,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL
NUM OF LANES (DES.)	2

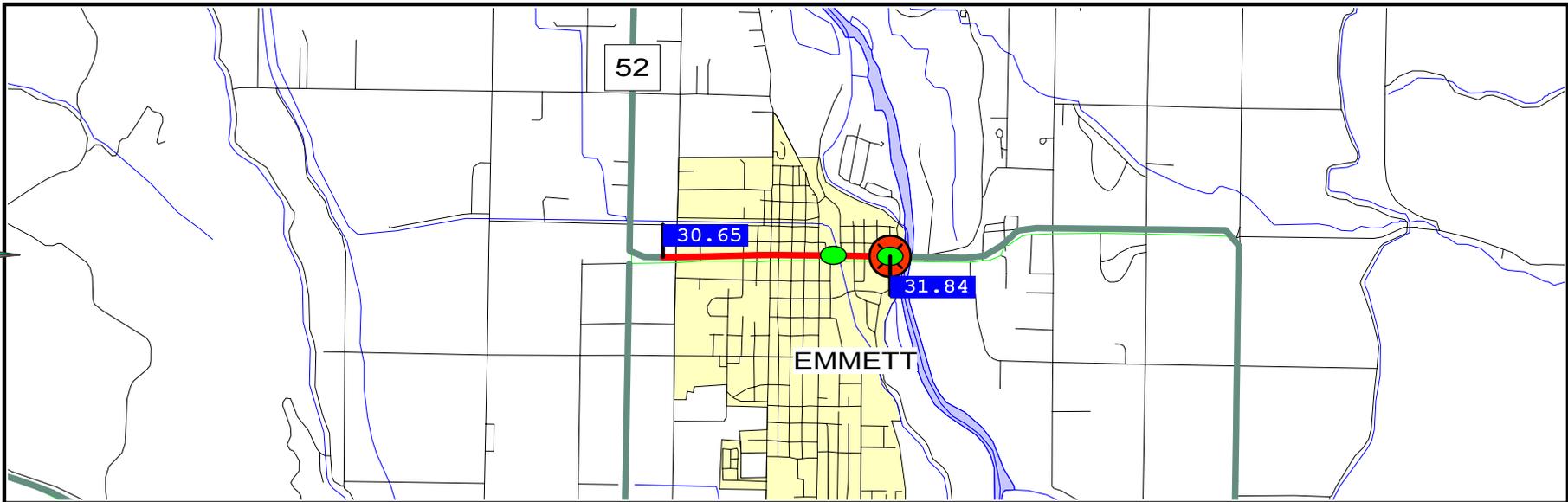


URBAN

MILEPOSTS	51.47 - 51.87	51.87 - 53.00
COUNTY	CANYON	CANYON
URBAN AREA	CALDWELL	CALDWELL
HIGHWAY DISTRICT #	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
URBAN LOCATION	OUTLYNG BUS DIS	OUTLYNG BUS DIS
SECTION LENGTH	0.393	1.134
NUM OF LANES (EXISTING)	4	4
LANES		
WIDTH	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	0	0
MATERIAL TYPE	CURBED	CURBED
MEDIAN WIDTH	--	--
PARKING	NONE	NONE
ADT (CURRENT)	21,447	19,696
ADT (FUTURE) -- 20 YEAR	28,378	26,061
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	ONE LANE	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1966	1997
SEAL COAT YEAR	1989	1990
S/N OR D	3.6	3.5
PERCENT TRUCKS--PEAK	2	2
V/C RATIO	0.60	0.55
CRACK/ROUGH/FINAL INDEX	2.0/1.8/1.9	5.0/3.3/4.2

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$256,000
TOTAL	\$256,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	4

URBAN



MILEPOSTS	30.65 - 31.84
COUNTY	GEM
URBAN AREA	EMMETT
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	YES
STRUCTURES	YES
URBAN LOCATION	FRINGE
SECTION LENGTH	1.191
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	NA
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	BOTH SIDES
ADT (CURRENT)	9,643
ADT (FUTURE) -- 20 YEAR	12,810
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	PLANT MIX SEAL
YEAR OF IMPROVEMENT	1995
SEAL COAT YEAR	1990
S/N OR D	2.6
PERCENT TRUCKS--PEAK	3
V/C RATIO	0.39
CRACK/ROUGH/FINAL INDEX	5.0/3.2/4.2

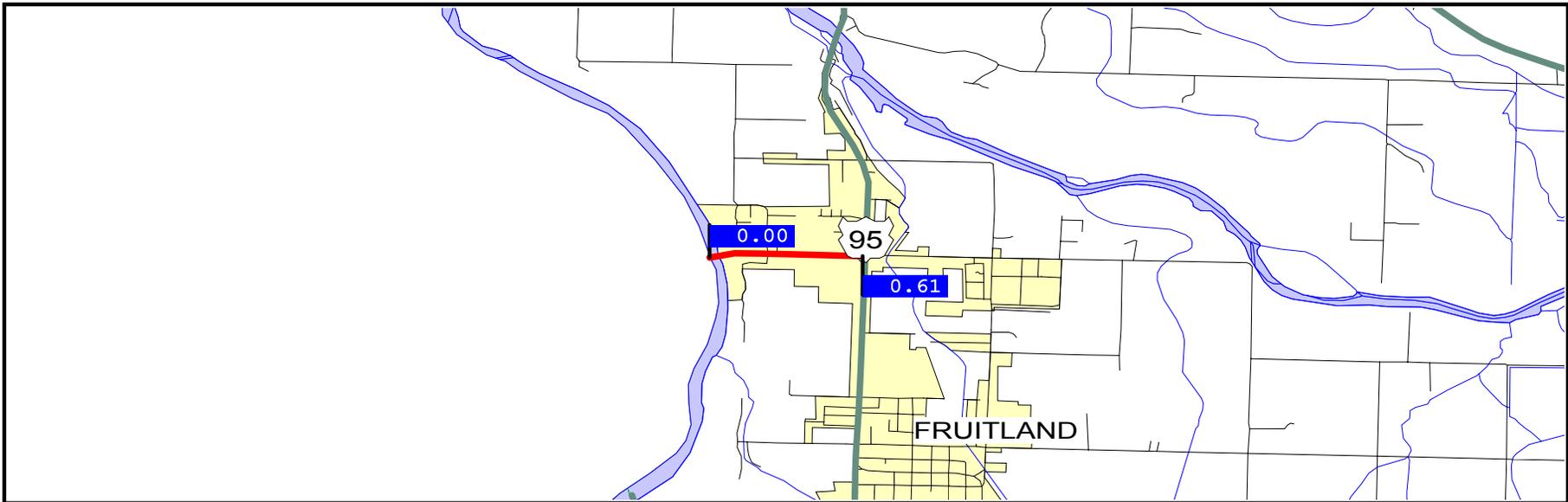
TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2013
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$388,000
TOTAL	\$388,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2

RR CROSSING NUMBER	818725R
TOTAL THROUGH TRAINS	2
TOT SWITCHING TRAINS	0
SPEED RANGE	3 TO 20
CROSSING SURFACE TYPE	CONCRETE SLAB
TYPES OF CONTROLS	
FLASHING LIGHTS	4
CANT OVER ROAD	2
MAST MOUNTED	2
GATES	0
SIGNS	4
REFLECT. XBUCKS	2
OTHER SIGNS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	1
SPEED SELECTION	NO

R R C R O S S I N G I M P R O V E M E N T

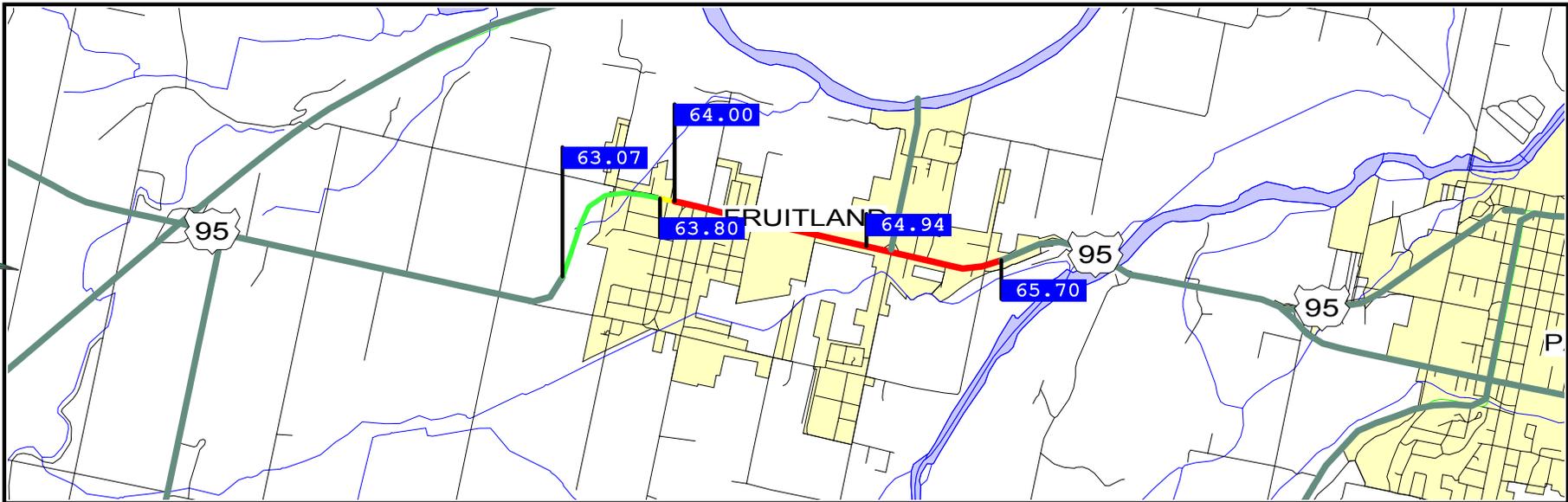
TYPE OF IMPROVEMENT	LIGHTS/GATES
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	LIGHTS/GATES
COST OF IMPROVEMENT	
COST CONTROL	\$250,000
SURFACE	\$60,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$310,000
ADMINISTRATIVE	\$15,500
TOI CROSSING SURFACE	RUBBER

URBAN



MILEPOSTS	0.00 - 0.61
COUNTY	PAYETTE
URBAN AREA	FRUITLAND
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	FRINGE
SECTION LENGTH	0.610
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	21,000
ADT (FUTURE) -- 20 YEAR	34,411
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	PARTIAL LANE
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1969
SEAL COAT YEAR	2002
S/N OR D	2.8
PERCENT TRUCKS--PEAK	3
V/C RATIO	0.35
CRACK/ROUGH/FINAL INDEX	2.4/3.4/2.9

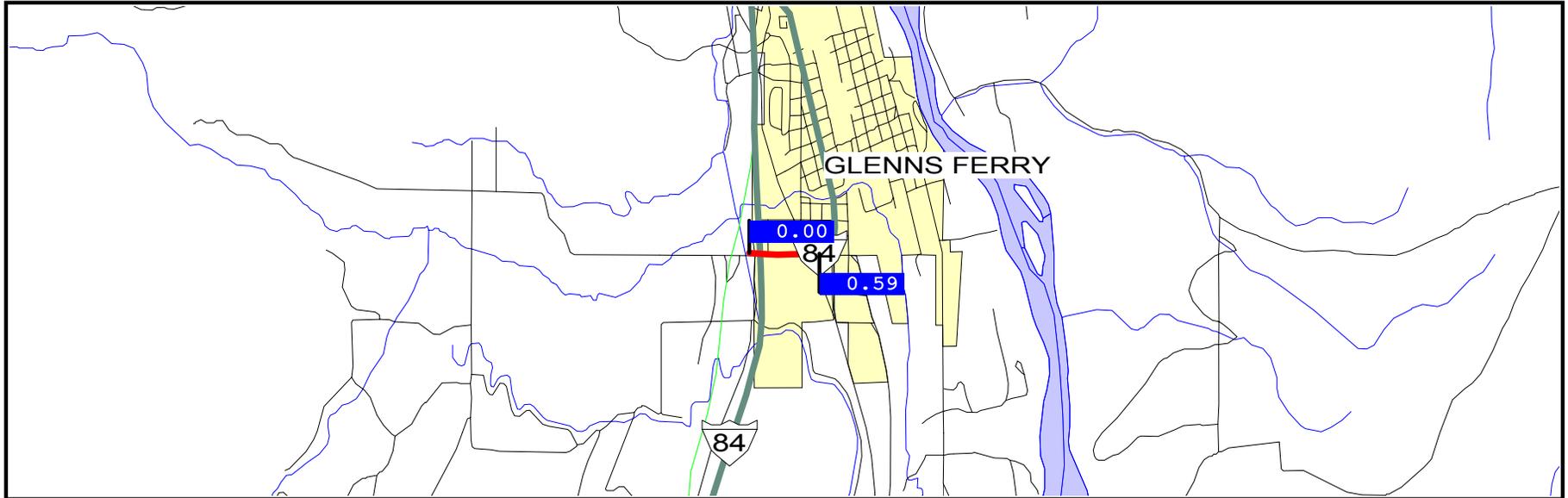
TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$398,000
TOTAL	\$398,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL
NUM OF LANES (DES.)	4



URBAN

MILEPOSTS	63.07 - 63.80	64.00 - 64.94	64.94 - 65.70
COUNTY	PAYETTE	PAYETTE	PAYETTE
URBAN AREA	FRUITLAND	FRUITLAND	FRUITLAND
HIGHWAY DISTRICT #	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	NO
URBAN LOCATION	FRINGE	OUTLYNG BUS DIS	OUTLYNG BUS DIS
SECTION LENGTH	0.730	0.937	0.759
NUM OF LANES (EXISTING)	4	4	4
LANES			
WIDTH	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	0	0	0
MATERIAL TYPE	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--
PARKING	NONE	NONE	NONE
ADT (CURRENT)	9,423	14,186	17,861
ADT (FUTURE) -- 20 YEAR	13,569	20,388	25,670
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1984	1984	1969
SEAL COAT YEAR	2000	2000	2000
S/N OR D	4.0	4.0	2.8
PERCENT TRUCKS--PEAK	3	3	3
V/C RATIO	0.16	0.24	0.30
CRACK/ROUGH/FINAL INDEX	4.5/3.1/3.8	3.5/3.1/3.3	2.3/3.5/2.9

TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: COST OF IMPROVEMENT FOR ROW AND UTIL FOR CONSTRUCTION TOTAL	RESURFACE	RESURFACE
	2010	2003
ACCESS CONTROL (FUTURE)	PSR < RESRF-PSR	PSR < RESRF-PSR
NUM OF LANES (DES.)	\$0	\$0
	\$611,000	\$495,000
	\$611,000	\$495,000
	PARTIAL CONTROL	PARTIAL CONTROL
	4	4

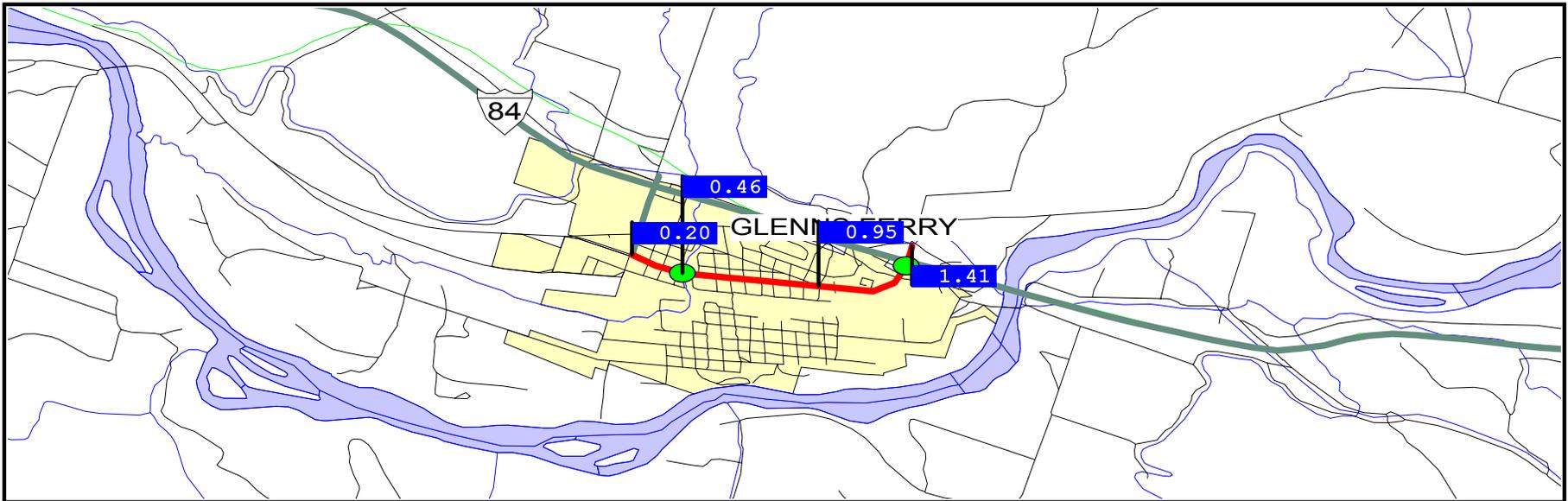


URBAN

MILEPOSTS	0.00 - 0.59
COUNTY	ELMORE
URBAN AREA	GLENN'S FERRY
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	YES
URBAN LOCATION	RESIDENTIAL
SECTION LENGTH	0.590
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	1,249
ADT (FUTURE) -- 20 YEAR	1,394
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1979
SEAL COAT YEAR	----
S/N OR D	2.4
PERCENT TRUCKS--PEAK	3
V/C RATIO	0.05
CRACK/ROUGH/FINAL INDEX	4.0/1.6/3.1

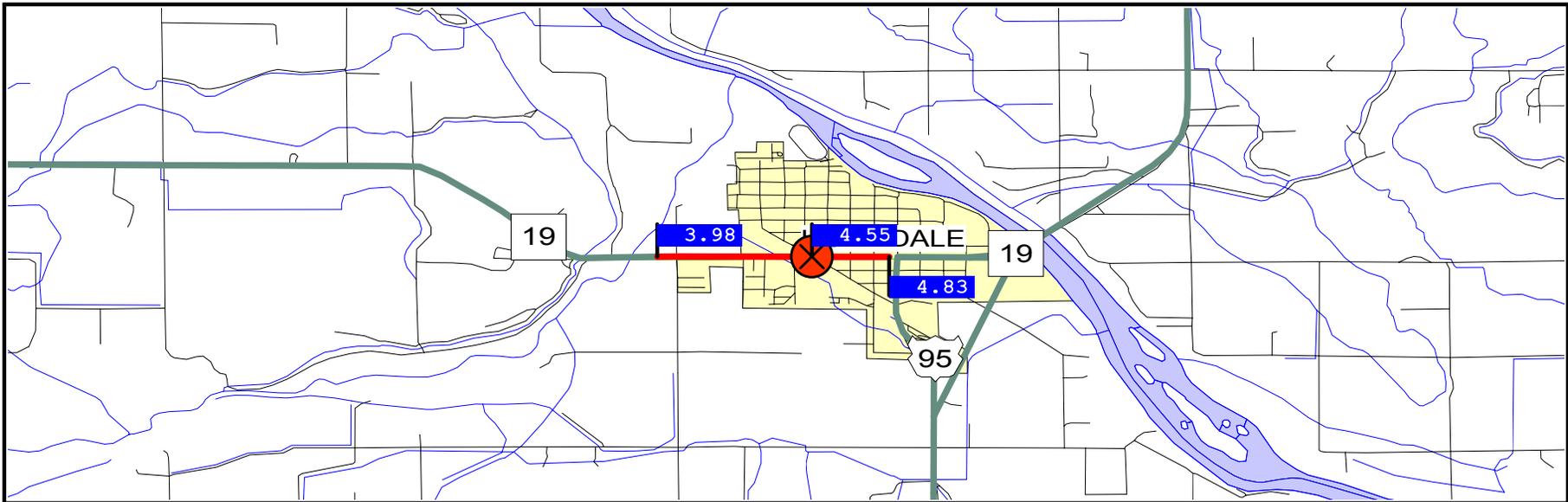
TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$137,000
TOTAL	\$137,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2

URBAN



MILEPOSTS	0.20 - 0.46	0.46 - 0.95	0.95 - 1.41
COUNTY	ELMORE	ELMORE	ELMORE
URBAN AREA	GLENNS FERRY	GLENNS FERRY	GLENNS FERRY
HIGHWAY DISTRICT #	3	3	3
FUNCTIONAL CLASS	COLLECTOR	COLLECTOR	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO
STRUCTURES	YES	NO	YES
URBAN LOCATION	RESIDENTIAL	CENTRAL BUS DIS	RURAL IN CHAR.
SECTION LENGTH	0.259	0.486	0.458
NUM OF LANES (EXISTING)	2	2	2
LANES			
WIDTH	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	NA	NA	6
MATERIAL TYPE	CURBED	CURBED	BITUMINOUS
MEDIAN WIDTH	--	--	--
PARKING	BOTH SIDES	BOTH SIDES	NONE
ADT (CURRENT)	2,200	1,849	1,401
ADT (FUTURE) -- 20 YEAR	2,450	2,063	1,567
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	NO	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1962	1962	1955
SEAL COAT YEAR	----	----	----
S/N OR D	2.8	2.8	2.8
PERCENT TRUCKS--PEAK	3	3	4
V/C RATIO	0.11	0.09	0.06
CRACK/ROUGH/FINAL INDEX	1.7/1.9/1.8	1.7/1.5/1.6	3.0/2.2/2.7

TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY:	RESURFACE	RESURFACE	RESURFACE
	2003	2003	2009
COST OF IMPROVEMENT	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
FOR ROW AND UTIL	\$0	\$0	\$0
FOR CONSTRUCTION	\$60,000	\$158,000	\$106,000
TOTAL	\$60,000	\$158,000	\$106,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2



URBAN

MILEPOSTS	3.98 - 4.56	4.55 - 4.83
COUNTY	OWYHEE	OWYHEE
URBAN AREA	HOMEDALE	HOMEDALE
HIGHWAY DISTRICT #	3	3
FUNCTIONAL CLASS	COLLECTOR	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	YES	NO
STRUCTURES	NO	NO
URBAN LOCATION	RESIDENTIAL	FRINGE
SECTION LENGTH	0.579	0.272
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	22	24
MATERIAL TYPE	HIGH FLEXIBLE	MIXED BITUMINOUS
SHOULDER		
WIDTH	6	NA
MATERIAL TYPE	EARTH	CURBED
MEDIAN WIDTH	--	--
PARKING	NONE	BOTH SIDES
ADT (CURRENT)	2,500	4,195
ADT (FUTURE) -- 20 YEAR	3,314	5,551
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PAVMT XTING GRVL	PAVMT XTING GRVL
YEAR OF IMPROVEMENT	1959	1953
SEAL COAT YEAR	1993	1993
S/N OR D	2.2	1.7
PERCENT TRUCKS--PEAK	3	2
V/C RATIO	0.10	0.21
CRACK/ROUGH/FINAL INDEX	5.0/3.4/4.4	2.2/3.8/2.8

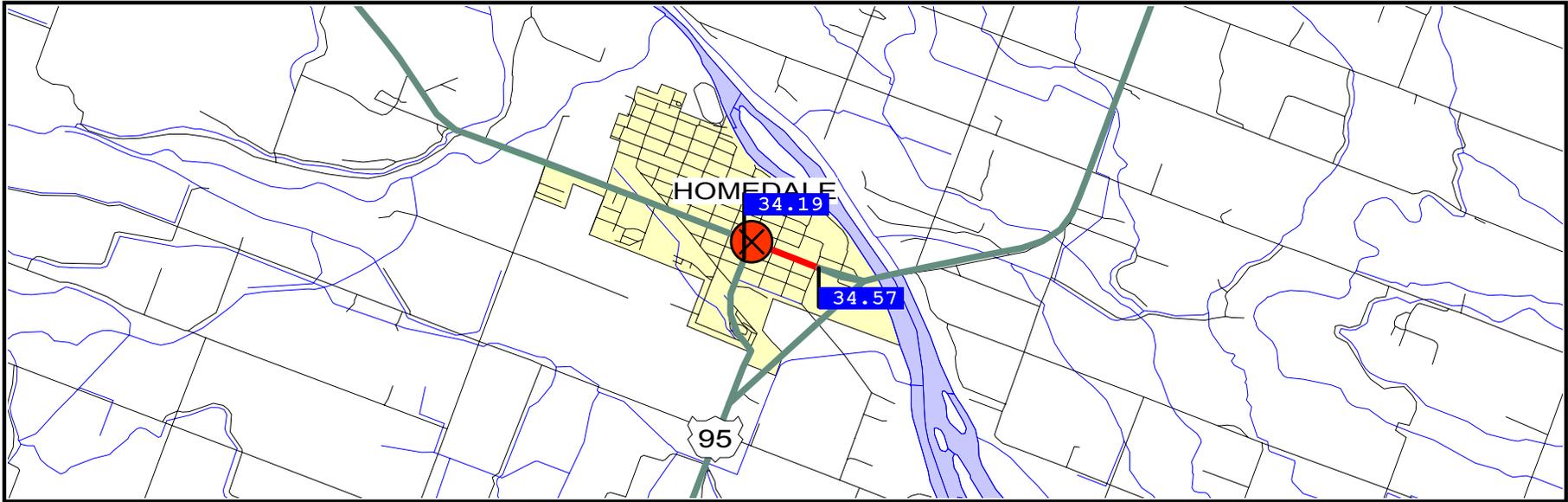
TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY:	MINOR-WIDENING	RESURFACE
	2003	2004
COST OF IMPROVEMENT	LANE WIDTH	PSR < RESRF-PSR
FOR ROW AND UTIL	\$189,000	\$0
FOR CONSTRUCTION	\$292,000	\$89,000
TOTAL	\$481,000	\$89,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2

RR CROSSING NUMBER	819766Y
TOTAL THROUGH TRAINS	4
TOT SWITCHING TRAINS	4
SPEED RANGE	5 TO 25
CROSSING SURFACE TYPE	SECTION TIMBER
TYPES OF CONTROLS	
FLASHING LIGHTS	4
CANT OVER ROAD	2
MAST MOUNTED	2
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	2
SPEED SELECTION	NO

R R C R O S S I N G I M P R O V E M E N T

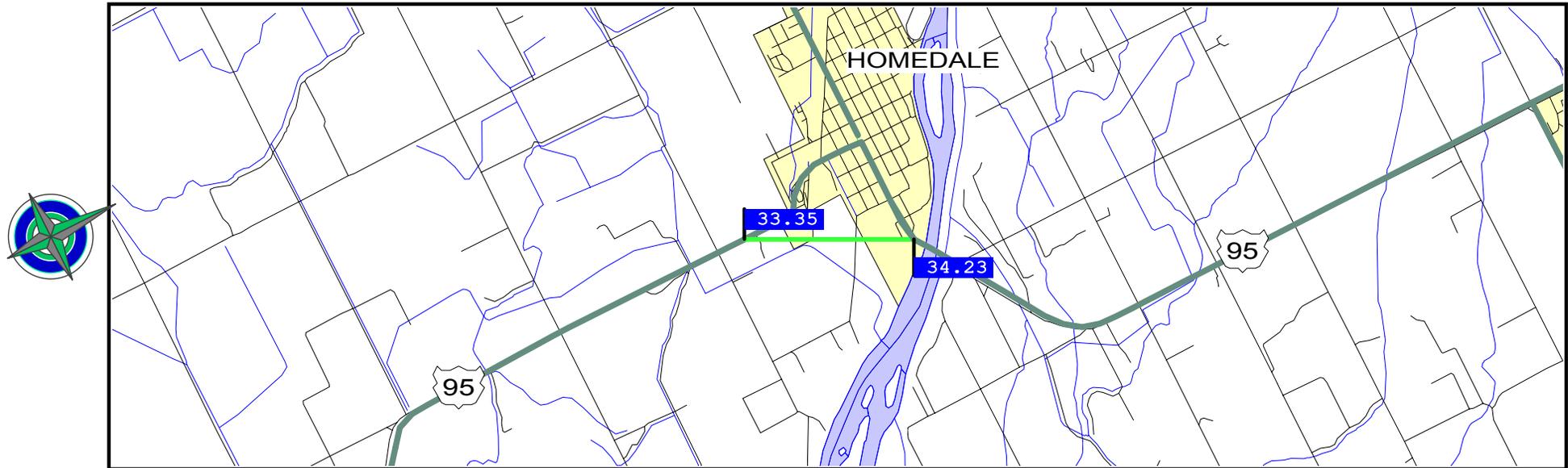
TYPE OF IMPROVEMENT	LIGHTS/GATES
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	LIGHTS/GATES
COST OF IMPROVEMENT	
COST CONTROL	\$250,000
SURFACE	\$50,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$300,000
ADMINISTRATIVE	\$15,000
TOI CROSSING SURFACE	CONCRETE SLAB

URBAN



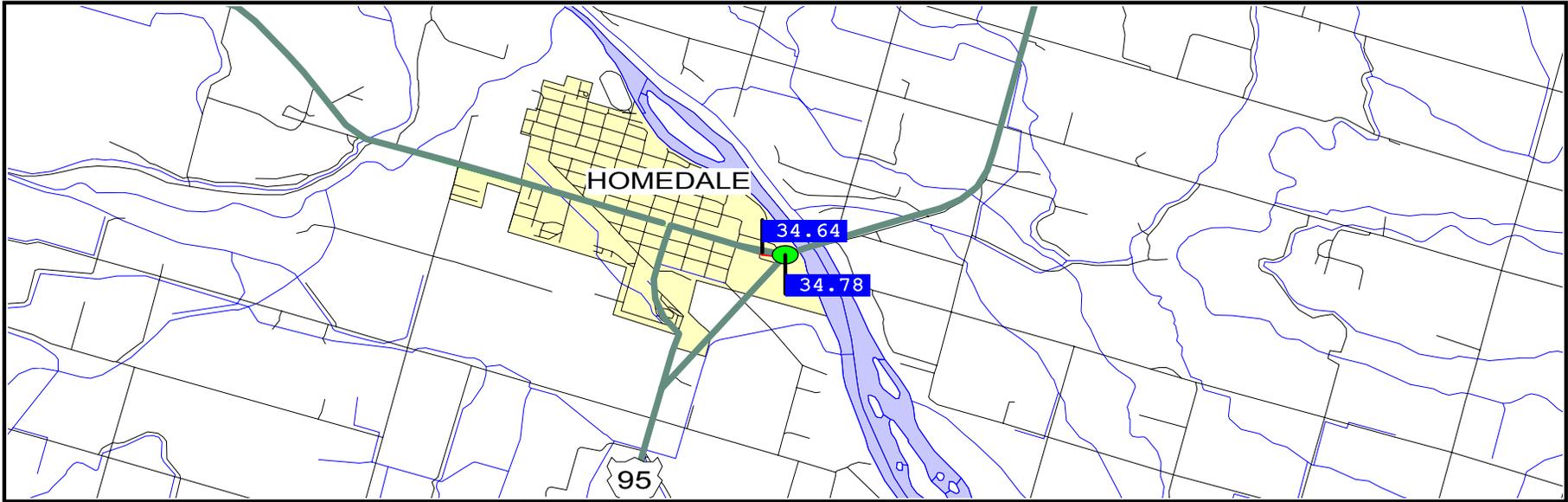
MILEPOSTS	34.19 - 34.57
COUNTY	OWYHEE
URBAN AREA	HOMEDALE
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	CENTRAL BUS DIS
SECTION LENGTH	0.377
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	NA
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	BOTH SIDES
ADT (CURRENT)	4,313
ADT (FUTURE) -- 20 YEAR	6,235
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	ROAD MIX OVLAY
YEAR OF IMPROVEMENT	1953
SEAL COAT YEAR	2000
S/N OR D	2.8
PERCENT TRUCKS--PEAK	5
V/C RATIO	0.21
CRACK/ROUGH/FINAL INDEX	2.5/2.9/2.7

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2006
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$123,000
TOTAL	\$123,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL
NUM OF LANES (DES.)	2



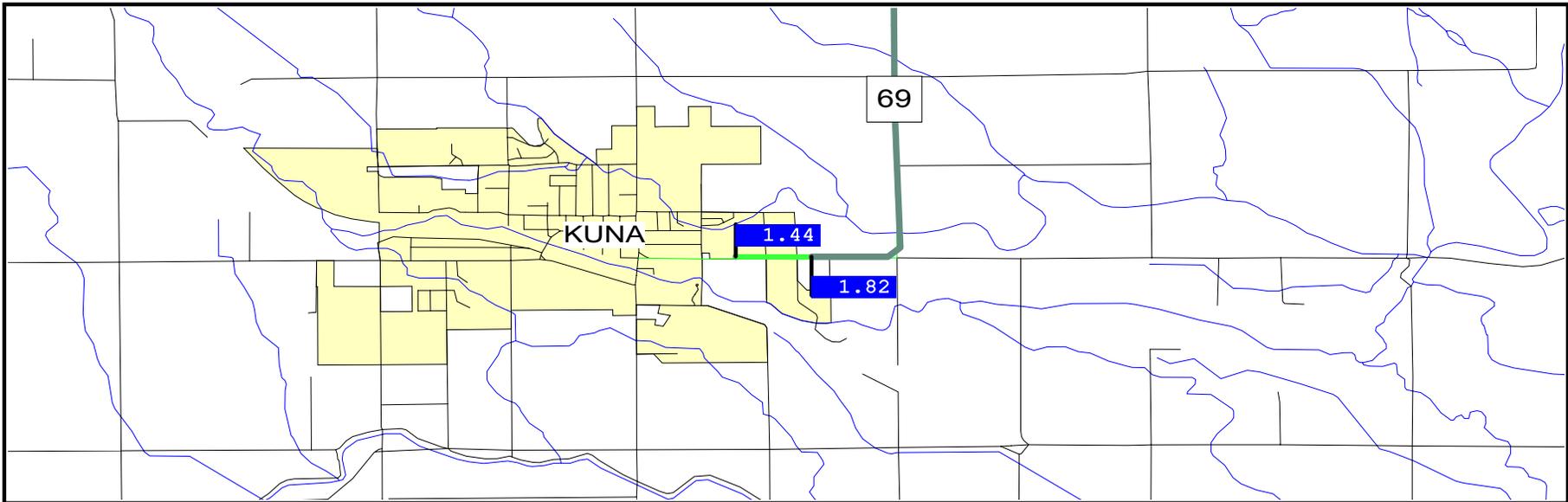
MILEPOSTS	33.35 - 34.23
COUNTY	OWYHEE
URBAN AREA	HOMEDALE
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	OUTLYNG BUS DIS
SECTION LENGTH	0.885
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	8
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	2,802
ADT (FUTURE) -- 20 YEAR	3,392
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1998
SEAL COAT YEAR	----
S/N OR D	5.9
PERCENT TRUCKS--PEAK	10
V/C RATIO	0.11
CRACK/ROUGH/FINAL INDEX	5.0/3.4/4.3

URBAN

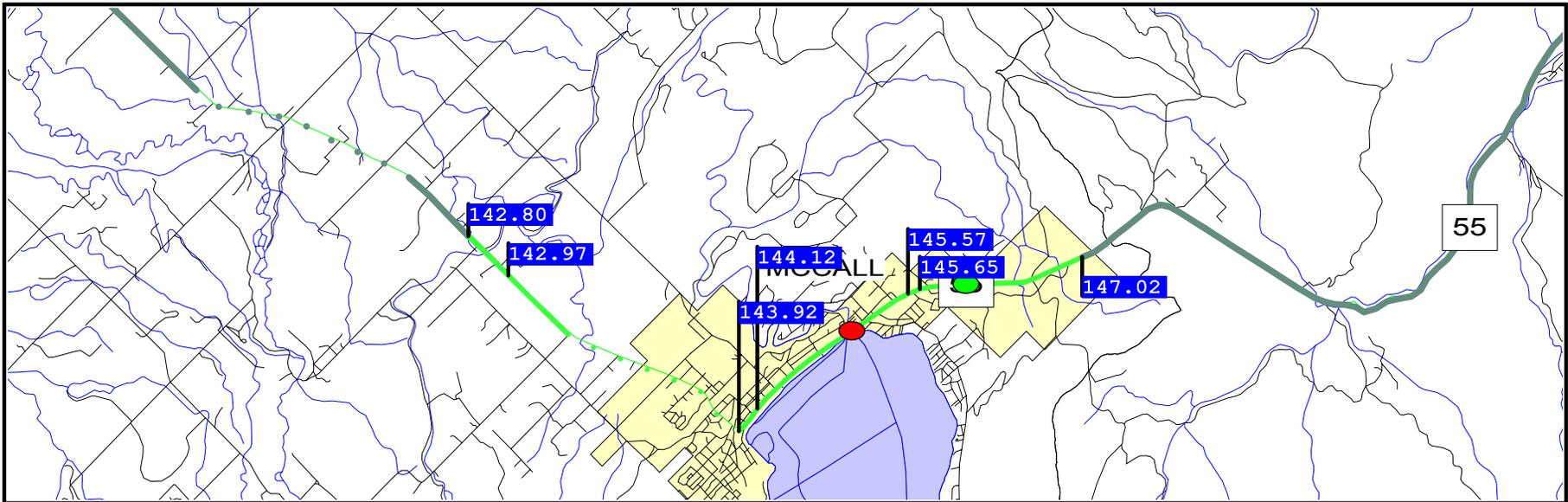


MILEPOSTS	34.64 - 34.78
COUNTY	OWYHEE
URBAN AREA	HOMEDALE
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	YES
URBAN LOCATION	FRINGE
SECTION LENGTH	0.135
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	8
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	7,300
ADT (FUTURE) -- 20 YEAR	10,533
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1970
SEAL COAT YEAR	2000
S/N OR D	2.8
PERCENT TRUCKS--PEAK	4
V/C RATIO	0.25
CRACK/ROUGH/FINAL INDEX	4.5/1.5/3.1

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2010
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$44,000
TOTAL	\$44,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL
NUM OF LANES (DES.)	2



MILEPOSTS	1.44 - 1.82
COUNTY	ADA
URBAN AREA	KUNA
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	RESIDENTIAL
SECTION LENGTH	0.379
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	7,300
ADT (FUTURE) -- 20 YEAR	10,471
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	2001
SEAL COAT YEAR	1992
S/N OR D	4.6
PERCENT TRUCKS--PEAK	2
V/C RATIO	0.26
CRACK/ROUGH/FINAL INDEX	5.0/3.7/4.4



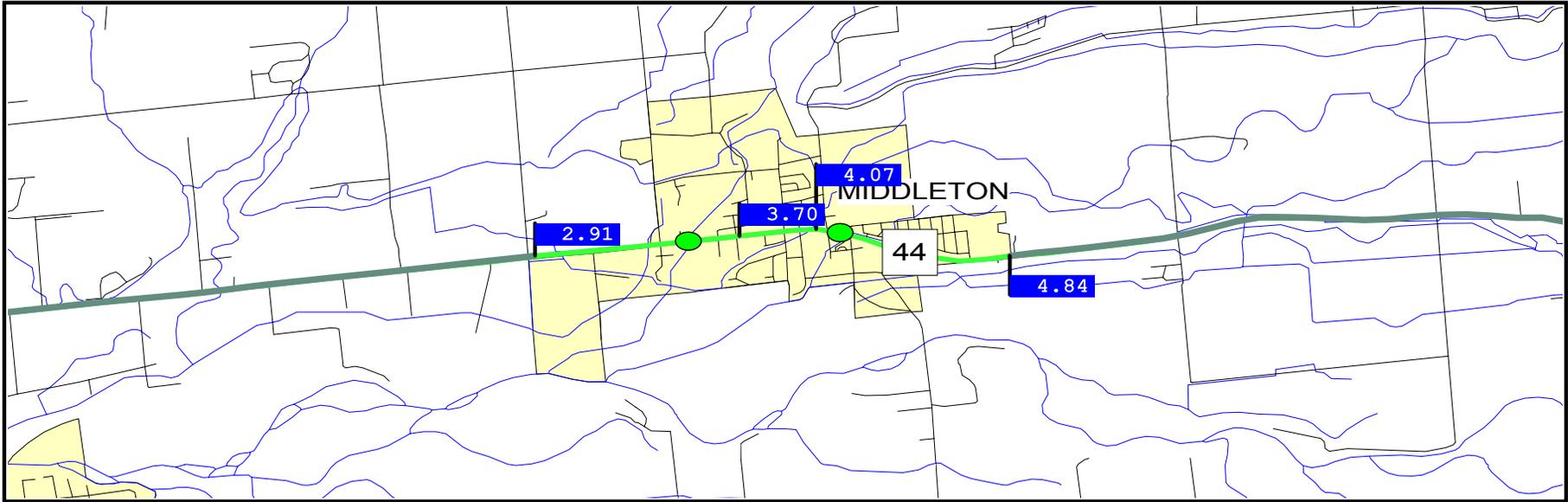
URBAN

MILEPOSTS	142.80 - 142.97	142.97 - 143.92	143.92 - 144.12	144.12 - 145.57	145.57 - 145.65	145.65 - 147.02
COUNTY	VALLEY	VALLEY	VALLEY	VALLEY	VALLEY	VALLEY
URBAN AREA	MCCALL	MCCALL	MCCALL	MCCALL	MCCALL	MCCALL
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	NO
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	RURAL IN CHAR.
SECTION LENGTH	0.178	0.947	0.196	1.453	0.077	1.374
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE					
SHOULDER						
WIDTH	4	4	NA	4	3	3
MATERIAL TYPE	COMBINATION	COMBINATION	CURBED	COMBINATION	STABLIZED	STABLIZED
MEDIAN WIDTH	--	--	--	--	--	--
PARKING	NONE	NONE	BOTH SIDES	NONE	NONE	NONE
ADT (CURRENT)	6,300	8,104	8,800	6,663	3,300	3,282
ADT (FUTURE) -- 20 YEAR	9,108	11,670	12,647	9,595	4,808	4,773
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	PARTIAL LANE	PARTIAL LANE	PARTIAL LANE	PARTIAL LANE	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	C.R.A.B.S.	C.R.A.B.S.
YEAR OF IMPROVEMENT	1998	1972	1975	1975	1999	1999
SEAL COAT YEAR	1999	1991	1991	2001	2001	2001
S/N OR D	6.7	3.6	5.6	4.6	3.8	3.8
PERCENT TRUCKS--PEAK	5	3	3	3	7	6
V/C RATIO	0.42	0.32	0.35	0.28	0.23	0.24
CRACK/ROUGH/FINAL INDEX	5.0/3.4/4.3	5.0/2.4/3.8	5.0/2.1/3.7	4.5/2.4/3.6	5.0/3.7/4.4	5.0/3.3/4.2

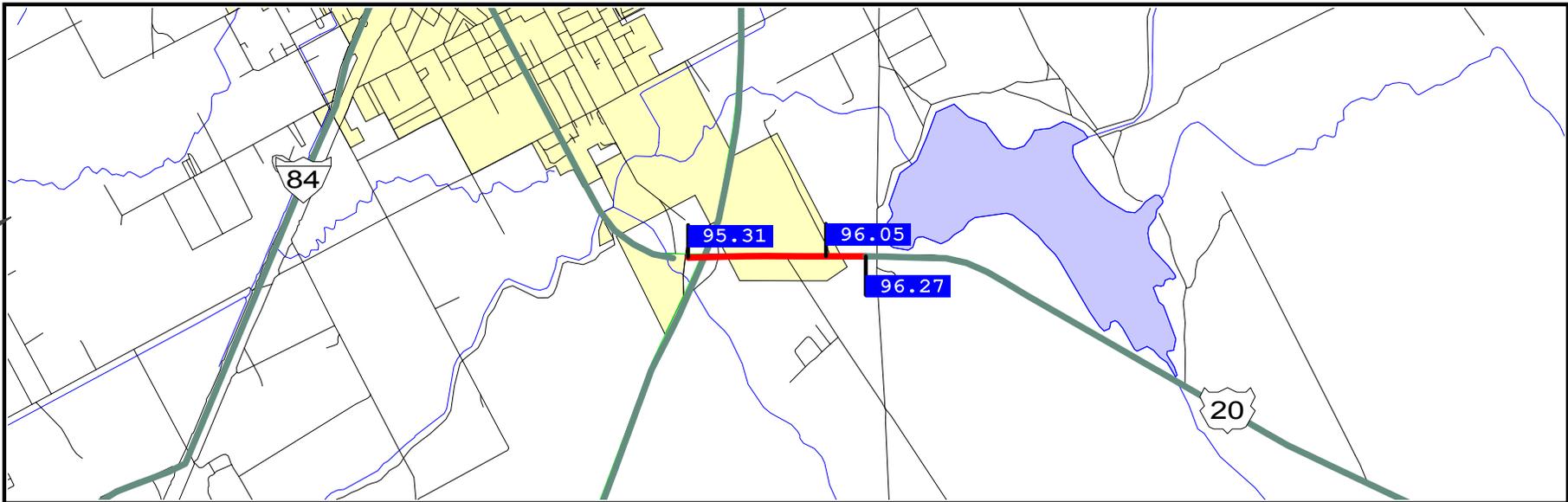
S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

BRIDGE KEY	14880
FEATURES	N.FK.PAYETTE R
MILEPOST	145.01
SQUARE FOOTAGE	0
PROGRAMMED YEAR	
SUFFICIENCY RATING	46.9
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	NONE

URBAN

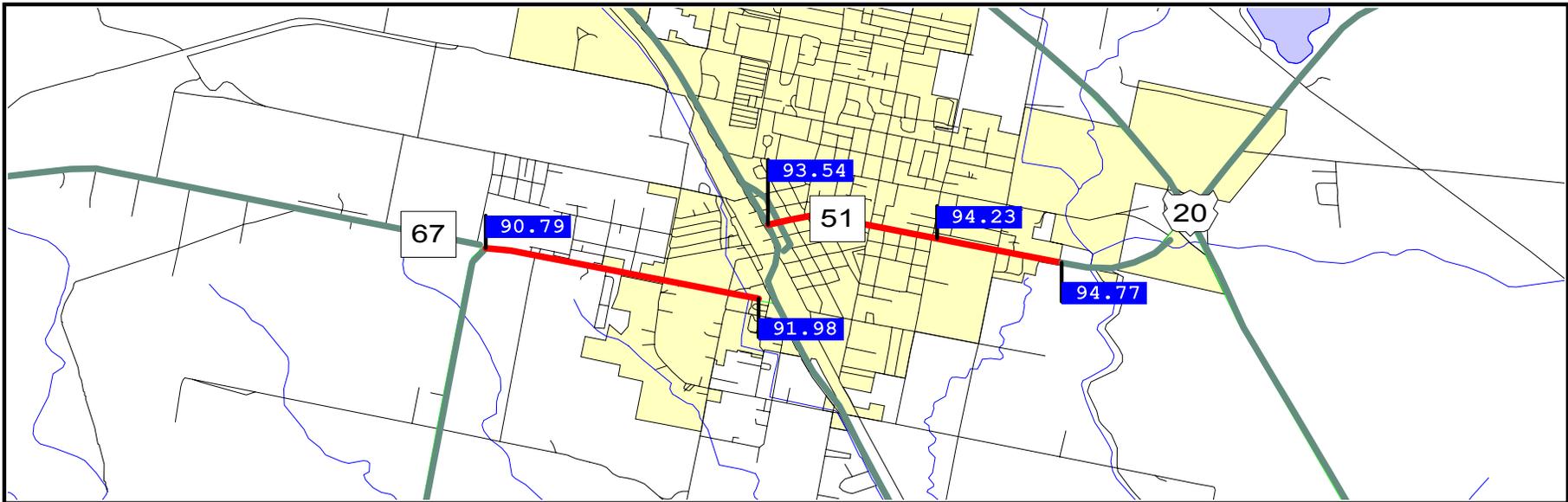


MILEPOSTS	2.91 - 3.70	3.70 - 4.07	4.07 - 4.84
COUNTY	CANYON	CANYON	CANYON
URBAN AREA	MIDDLETON	MIDDLETON	MIDDLETON
HIGHWAY DISTRICT #	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	NO	NO
STRUCTURES	YES	NO	NO
URBAN LOCATION	RESIDENTIAL	CENTRAL BUS DIS	RESIDENTIAL
SECTION LENGTH	0.789	0.366	0.769
NUM OF LANES (EXISTING)	2	2	2
LANES			
WIDTH	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	7	NA	7
MATERIAL TYPE	COMBINATION	CURBED	COMBINATION
MEDIAN WIDTH	--	--	--
PARKING	NONE	BOTH SIDES	NONE
ADT (CURRENT)	5,695	6,437	5,763
ADT (FUTURE) -- 20 YEAR	9,590	10,840	9,705
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	NO	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1995	1995	1995
SEAL COAT YEAR	1997	1997	1997
S/N OR D	3.5	3.5	3.5
PERCENT TRUCKS--PEAK	5	4	4
V/C RATIO	0.18	0.25	0.20
CRACK/ROUGH/FINAL INDEX	5.0/3.6/4.4	4.5/3.6/4.1	4.5/3.2/3.9



MILEPOSTS	95.31 - 96.05	96.05 - 96.27
COUNTY	ELMORE	ELMORE
URBAN AREA	MOUNTAIN HOME	MOUNTAIN HOME
HIGHWAY DISTRICT #	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	YES	NO
URBAN LOCATION	RURAL IN CHAR.	RURAL IN CHAR.
SECTION LENGTH	0.742	0.218
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	MIXED BITUMNOUS	MIXED BITUMNOUS
SHOULDER		
WIDTH	5	5
MATERIAL TYPE	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--
PARKING	NONE	NONE
ADT (CURRENT)	4,252	2,086
ADT (FUTURE) -- 20 YEAR	6,183	3,039
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	ONE LANE	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	ROAD MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1963	1993
SEAL COAT YEAR	1963	1963
S/N OR D	1.8	3.7
PERCENT TRUCKS--PEAK	6	7
V/C RATIO	0.30	0.14
CRACK/ROUGH/FINAL INDEX	5.0/3.4/4.3	2.3/3.2/2.7

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2011	RESURFACE WITH SHLD IMPROVMENT 2003
YEAR OF IMPROVEMENT		
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$45,000	\$13,000
FOR CONSTRUCTION	\$211,000	\$62,000
TOTAL	\$256,000	\$75,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	2	2

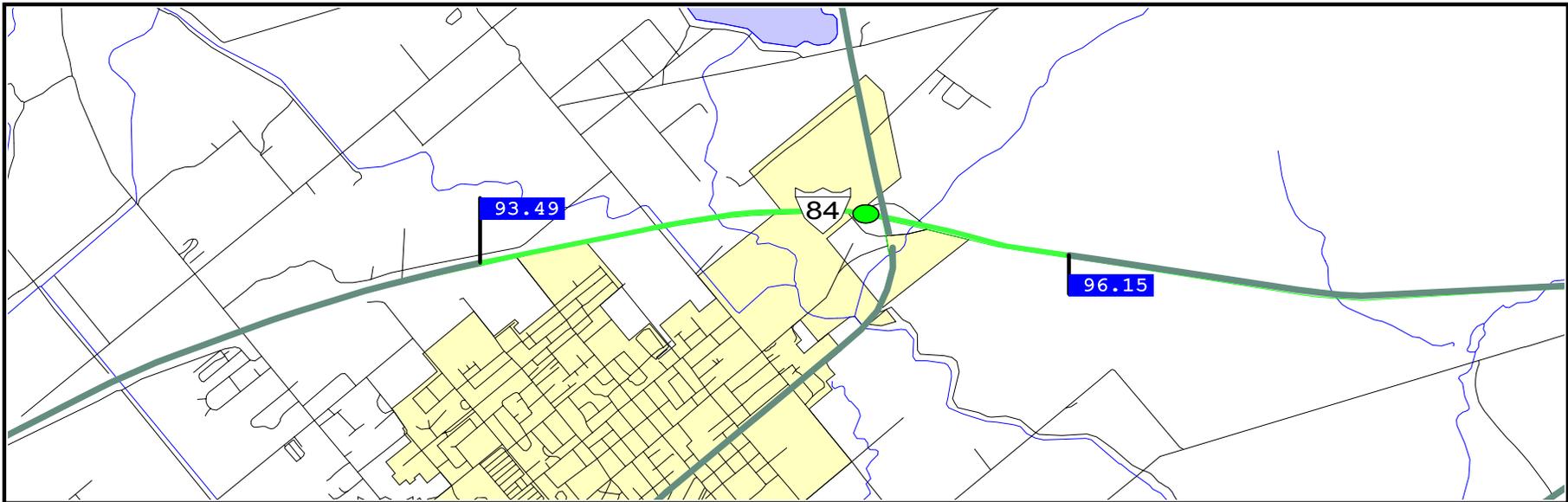


MILEPOSTS	90.79 - 91.98	93.54 - 94.23	94.23 - 94.77
COUNTY	ELMORE	ELMORE	ELMORE
URBAN AREA	MOUNTAIN HOME	MOUNTAIN HOME	MOUNTAIN HOME
HIGHWAY DISTRICT #	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	NO
URBAN LOCATION	RURAL IN CHAR.	FRINGE	RESIDENTIAL
SECTION LENGTH	1.190	0.695	0.540
NUM OF LANES (EXISTING)	4	4	4
LANES			
WIDTH	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	RIGID PLAIN JNT
SHOULDER			
WIDTH	0	NA	NA
MATERIAL TYPE	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--
PARKING	NONE	BOTH SIDES	BOTH SIDES
ADT (CURRENT)	15,143	9,637	6,921
ADT (FUTURE) -- 20 YEAR	18,404	11,782	8,462
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	PARTIAL LANE	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	PLANT MIX SEAL	NW CONS/RCN FLX	NW CONS/RCN CON
YEAR OF IMPROVEMENT	1994	1961	1983
SEAL COAT YEAR	1995	1992	----
S/N OR D	4.1	2.3	8
PERCENT TRUCKS--PEAK	2	4	4
V/C RATIO	0.47	0.23	0.21
CRACK/ROUGH/FINAL INDEX	1.8/2.8/2.2	2.0/1.6/1.8	2.5/2.4/2.5

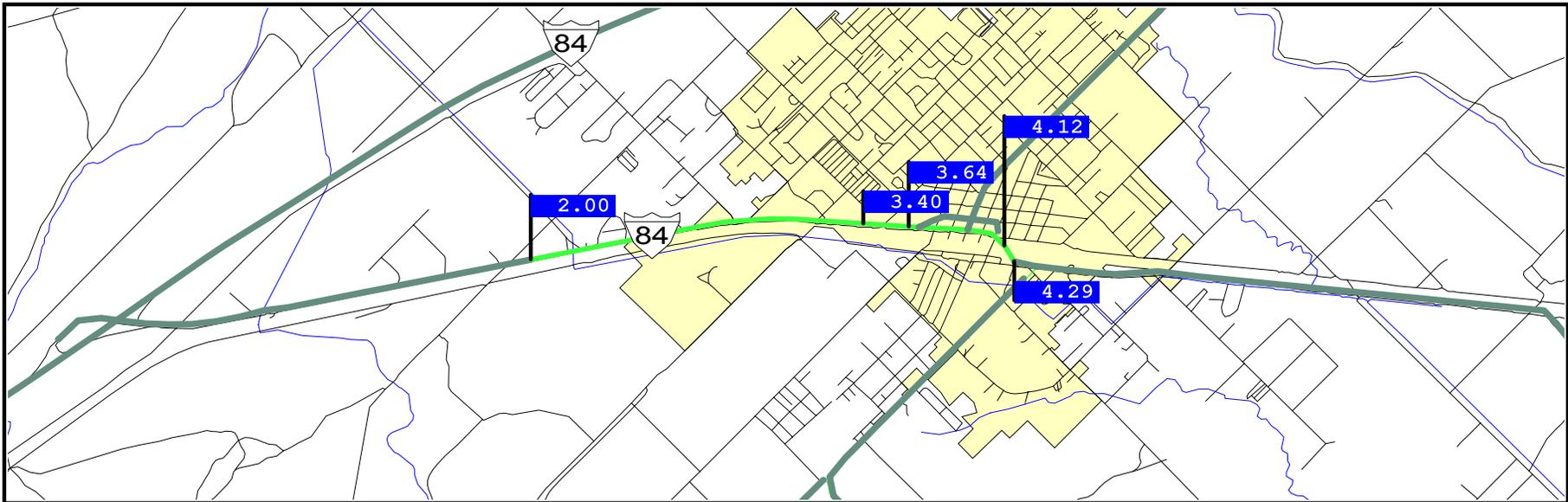
URBAN

TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY:	RESURFACE	RESURFACE	RESURFACE
	2003	2003	2004
COST OF IMPROVEMENT	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
FOR ROW AND UTIL	\$0	\$0	\$0
FOR CONSTRUCTION	\$552,000	\$453,000	\$251,000
TOTAL	\$552,000	\$453,000	\$251,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	4	4	4

URBAN

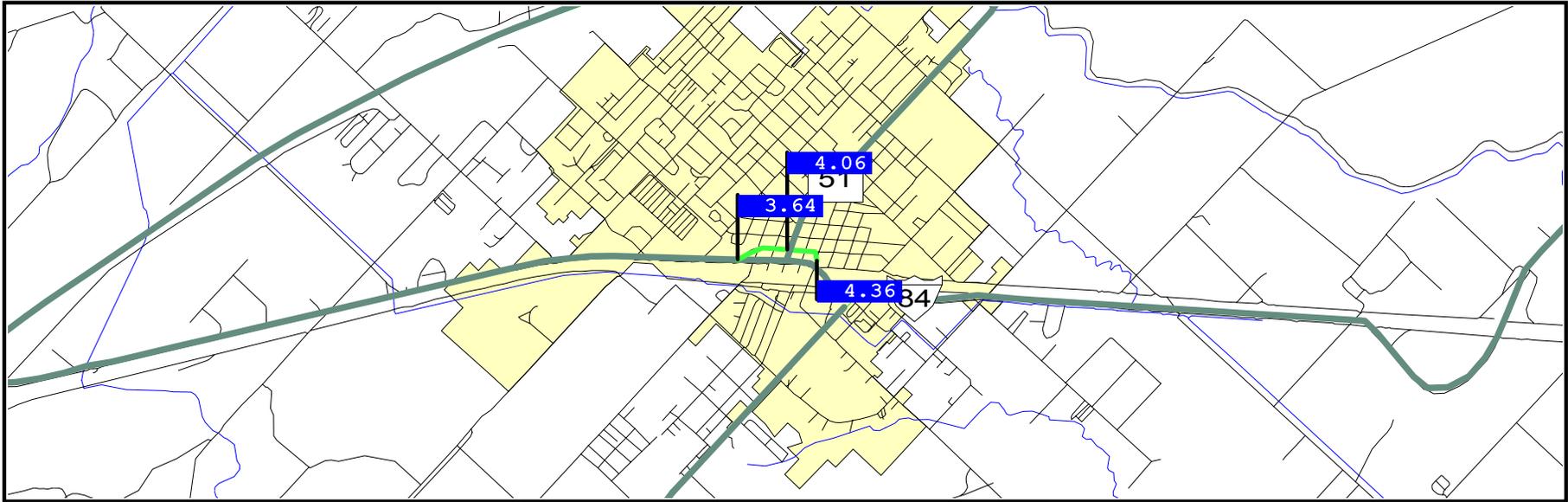


MILEPOSTS	93.49 - 96.15
COUNTY	ELMORE
URBAN AREA	MOUNTAIN HOME
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE
RR-XINGS	NO
STRUCTURES	YES
URBAN LOCATION	RURAL IN CHAR.
SECTION LENGTH	2.667
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	RIGID REINF JNT
SHOULDER	
WIDTH	10
MATERIAL TYPE	TIED PORTLND CC
MEDIAN WIDTH	76
PARKING	NONE
ADT (CURRENT)	14,562
ADT (FUTURE) -- 20 YEAR	25,495
ACCESS CONTROL (CURRENT)	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN CON
YEAR OF IMPROVEMENT	1993
SEAL COAT YEAR	----
S/N OR D	12
PERCENT TRUCKS--PEAK	22
V/C RATIO	0.23
CRACK/ROUGH/FINAL INDEX	4.8/3.5/4.2

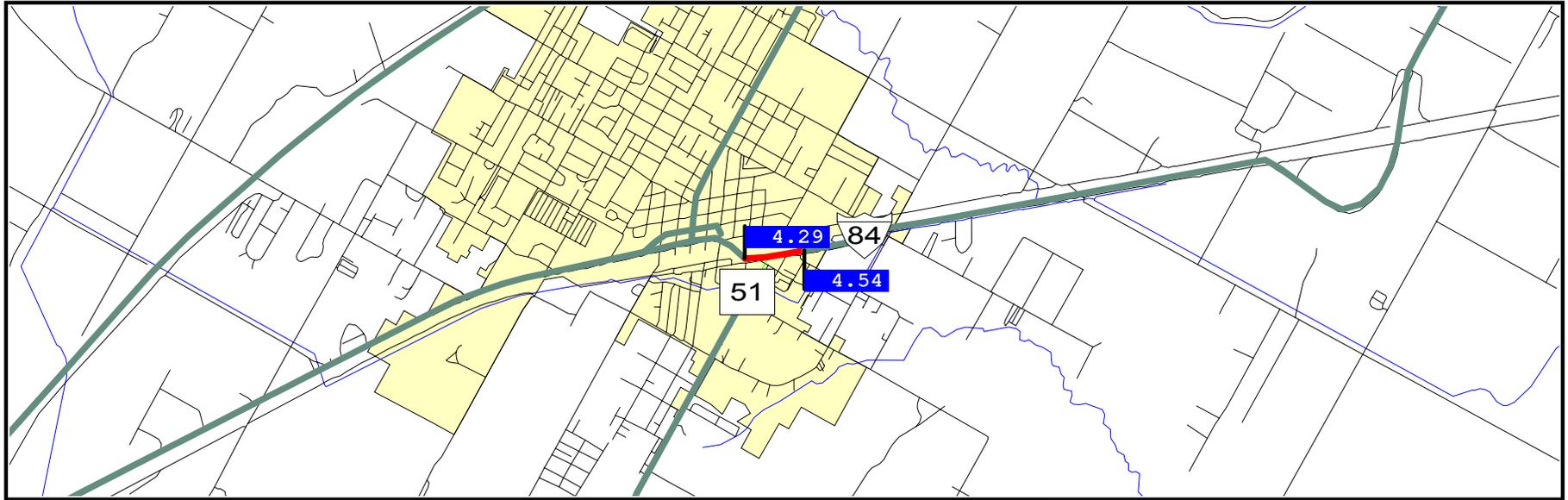


URBAN

MILEPOSTS	2.00 - 3.40	3.40 - 3.64	3.64 - 4.12	4.12 - 4.29
COUNTY	ELMORE	ELMORE	ELMORE	ELMORE
URBAN AREA	MOUNTAIN HOME	MOUNTAIN HOME	MOUNTAIN HOME	MOUNTAIN HOME
HIGHWAY DISTRICT #	3	3	3	3
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	OTHER PRIN ART
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO
URBAN LOCATION	RURAL IN CHAR.	OUTLYNG BUS DIS	FRINGE	CENTRAL BUS DIS
SECTION LENGTH	1.398	0.244	0.472	0.174
NUM OF LANES (EXISTING)	2	2	3	3
LANES				
WIDTH	24	24	36	36
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER				
WIDTH	6	8	NA	NA
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	CURBED	CURBED
MEDIAN WIDTH	--	--	--	--
PARKING	NONE	NONE	BOTH SIDES	BOTH SIDES
ADT (CURRENT)	6,385	13,139	6,886	11,000
ADT (FUTURE) -- 20 YEAR	7,168	14,633	7,669	12,227
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	C.R.A.B.S.	C.R.A.B.S.
YEAR OF IMPROVEMENT	1971	1971	2001	2001
SEAL COAT YEAR	1992	1992	1992	1992
S/N OR D	4.2	4.2	3.1	3.1
PERCENT TRUCKS--PEAK	6	3	3	2
V/C RATIO	0.20	0.43	0.14	0.36
CRACK/ROUGH/FINAL INDEX	5.0/3.6/4.4	5.0/3.4/4.4	5.0/2.7/4.1	5.0/2.2/3.8

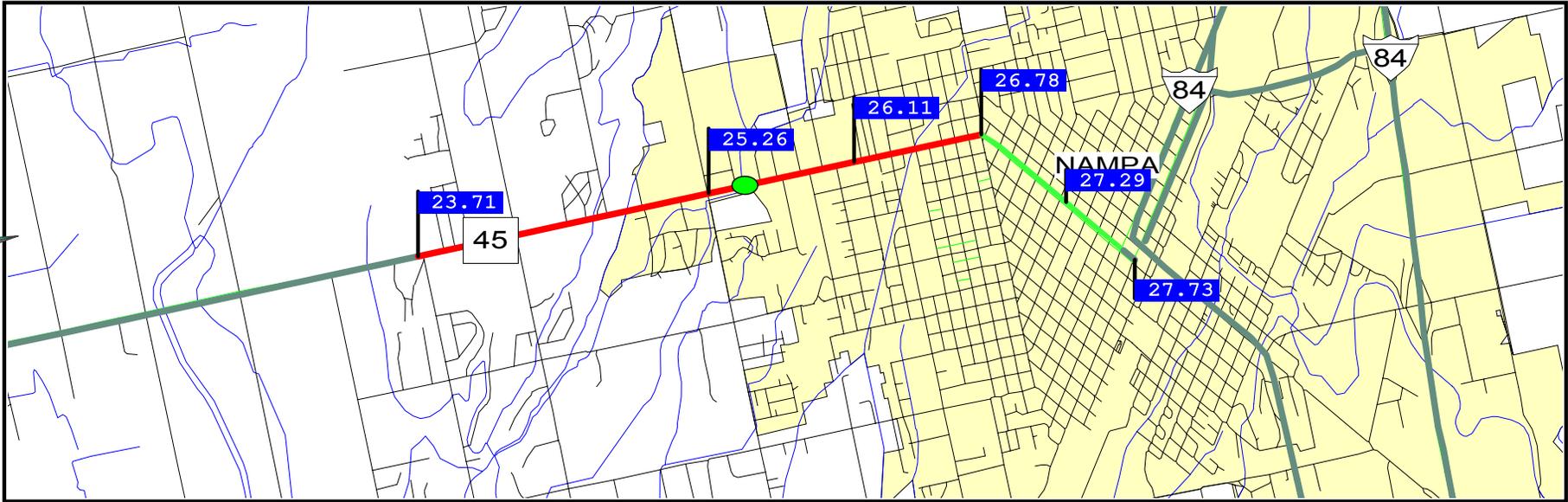


MILEPOSTS	3.64 - 4.06	4.06 - 4.36
COUNTY	ELMORE	ELMORE
URBAN AREA	MOUNTAIN HOME	MOUNTAIN HOME
HIGHWAY DISTRICT #	3	3
FUNCTIONAL CLASS	MINOR ARTERIAL	OTHER PRIN ART
FEDERAL AID SYSTEM	NON-NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
URBAN LOCATION	CENTRAL BUS DIS	CENTRAL BUS DIS
SECTION LENGTH	0.418	0.298
NUM OF LANES (EXISTING)	3	3
LANES		
WIDTH	36	36
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	NA	NA
MATERIAL TYPE	CURBED	CURBED
MEDIAN WIDTH	--	--
PARKING	BOTH SIDES	BOTH SIDES
ADT (CURRENT)	7,772	9,824
ADT (FUTURE) -- 20 YEAR	8,639	10,898
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	NO	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	C.R.A.B.S.	C.R.A.B.S.
YEAR OF IMPROVEMENT	2001	2001
SEAL COAT YEAR	----	----
S/N OR D	3.1	3.1
PERCENT TRUCKS--PEAK	2	2
V/C RATIO	0.38	0.48
CRACK/ROUGH/FINAL INDEX	5.0/2.5/4.0	5.0/1.5/3.5



MILEPOSTS	4.29 - 4.54
COUNTY	ELMORE
URBAN AREA	MOUNTAIN HOME
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	FRINGE
SECTION LENGTH	0.250
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	19,000
ADT (FUTURE) -- 20 YEAR	21,077
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1961
SEAL COAT YEAR	1992
S/N OR D	3.1
PERCENT TRUCKS--PEAK	1
V/C RATIO	1.69
CRACK/ROUGH/FINAL INDEX	2.7/0.7/1.8

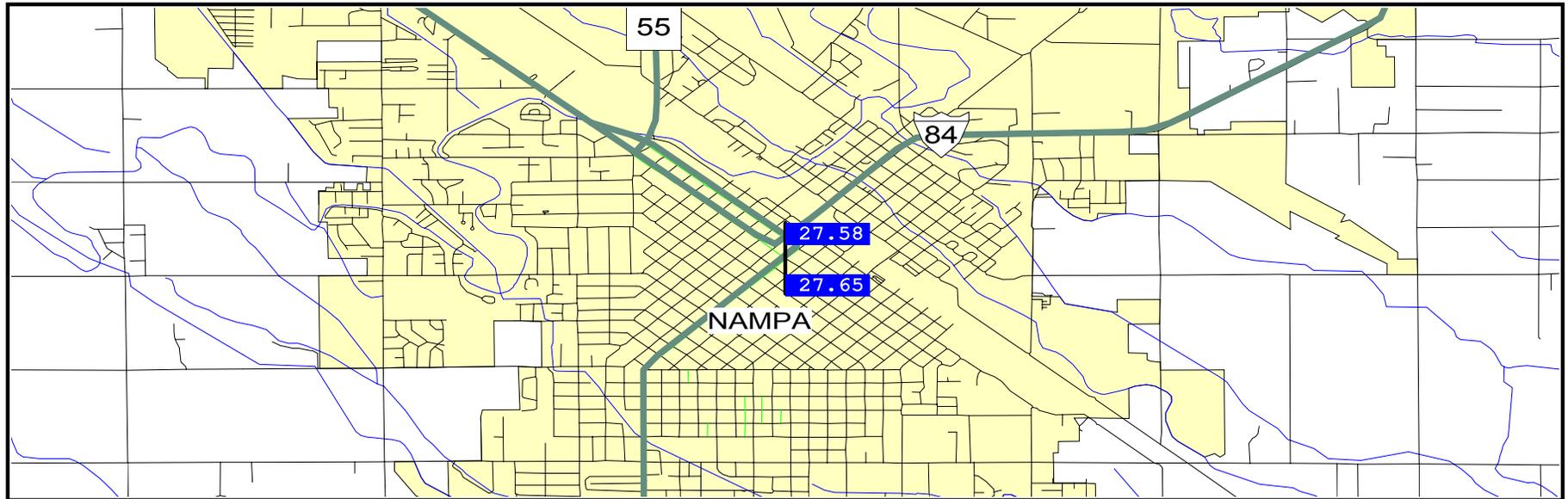
TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2005
SYSTEM DEFICIENCY:	VOLUME/CAPACITY
SYSTEM DEFICIENCY:	NUMBER OF LANES
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$82,000
TOTAL	\$82,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2



URBAN

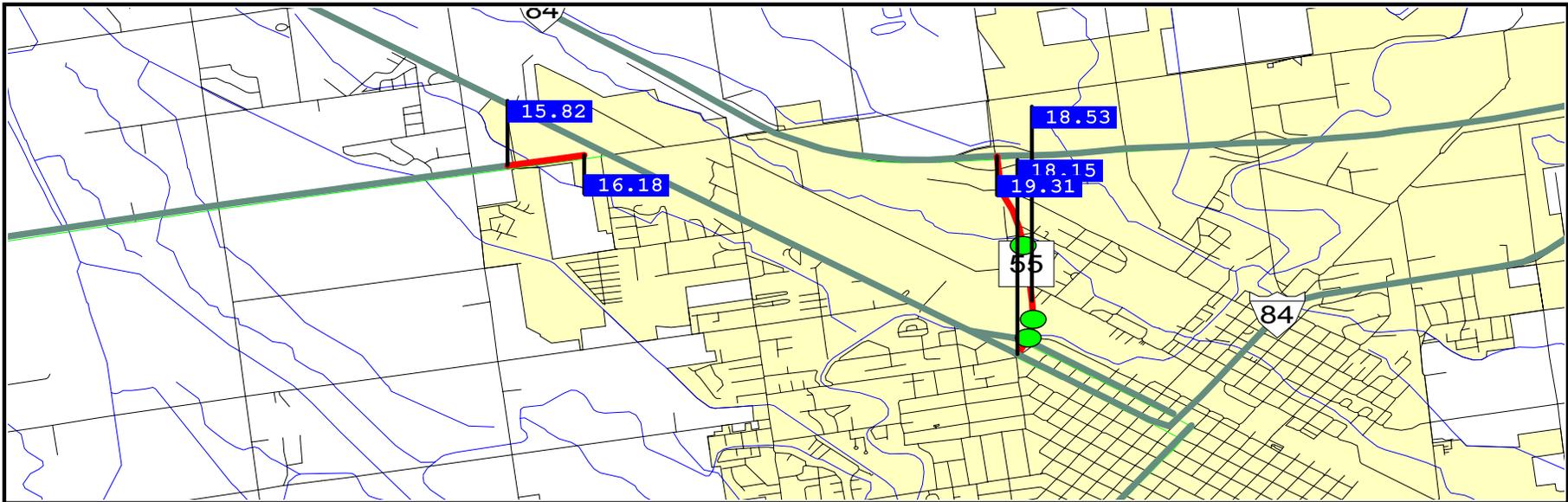
MILEPOSTS	23.71 - 25.26	25.26 - 26.11	26.11 - 26.78	26.78 - 27.29	27.29 - 27.72
COUNTY	CANYON	CANYON	CANYON	CANYON	CANYON
URBAN AREA	NAMPA	NAMPA	NAMPA	NAMPA	NAMPA
HIGHWAY DISTRICT #	3	3	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO
URBAN LOCATION	RURAL IN CHAR.	RESIDENTIAL	OUTLYNG BUS DIS	RESIDENTIAL	CENTRAL BUS DIS
SECTION LENGTH	1.544	0.851	0.671	0.509	0.436
NUM OF LANES (EXISTING)	2	4	4	4	4
LANES					
WIDTH	24	48	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE				
SHOULDER					
WIDTH	6	0	0	0	NA
MATERIAL TYPE	BITUMINOUS	CURBED	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--	--	--
PARKING	NONE	NONE	NONE	NONE	BOTH SIDES
ADT (CURRENT)	8,636	23,885	27,000	27,000	16,172
ADT (FUTURE) -- 20 YEAR	10,727	31,542	35,585	35,585	21,356
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	ONE LANE	NO	NO	NO
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1971	1961	1961	1974	1974
SEAL COAT YEAR	1963	1963	1990	1990	1990
S/N OR D	2.3	2.7	2.3	3.7	3.7
PERCENT TRUCKS--PEAK	2	1	0	0	1
V/C RATIO	0.30	0.74	0.84	0.45	0.58
CRACK/ROUGH/FINAL INDEX	5.0/3.8/4.5	5.0/3.5/4.3	5.0/3.2/4.2	4.5/3.0/3.8	4.5/2.6/3.7

TYPE OF IMPROVEMENT	RESURFACE WITH	RESURFACE	RESURFACE
	SHLD IMPROVMENT		
YEAR OF IMPROVEMENT	2012	2013	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	VOLUME/CAPACITY	VOLUME/CAPACITY
SYSTEM DEFICIENCY:	SHLD WIDTH-R	NUMBER OF LANES	NUMBER OF LANES
SYSTEM DEFICIENCY:		PSR < RESRF-PSR	PSR < RESRF-PSR
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$93,000	\$0	\$0
FOR CONSTRUCTION	\$438,000	\$395,000	\$437,000
TOTAL	\$531,000	\$395,000	\$437,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	4	4



URBAN

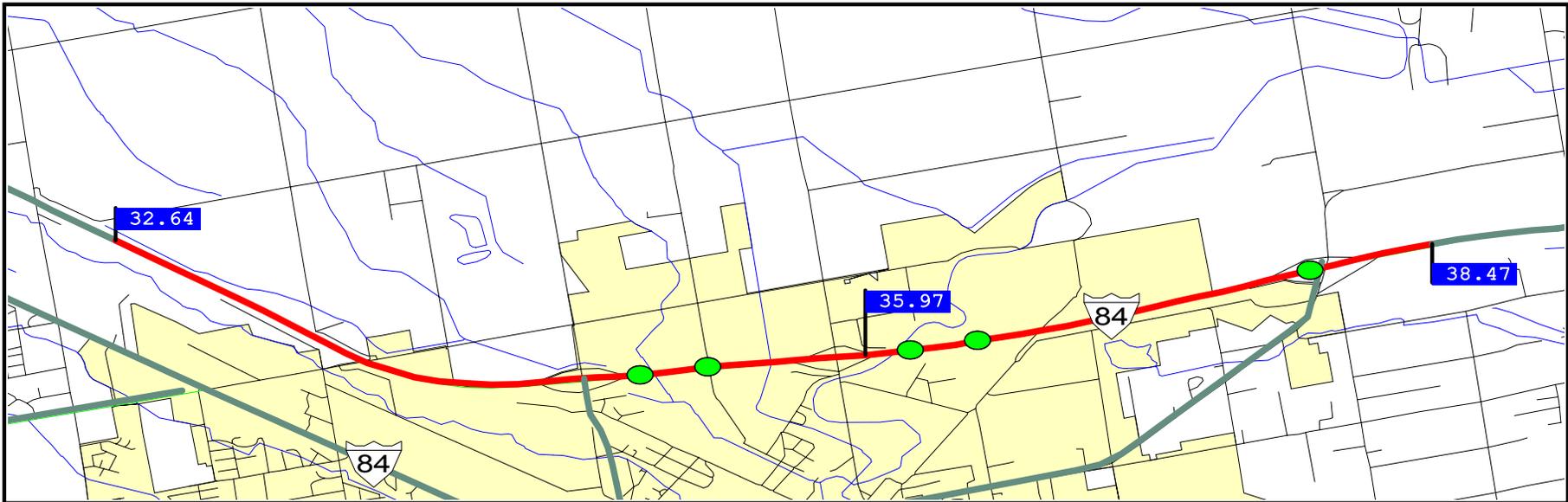
MILEPOSTS	27.58 - 27.65
COUNTY	CANYON
URBAN AREA	NAMPA
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	CENTRAL BUS DIS
SECTION LENGTH	0.070
NUM OF LANES (EXISTING)	3
LANES	
WIDTH	36
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	NA
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	ONE SIDE
ADT (CURRENT)	13,000
ADT (FUTURE) -- 20 YEAR	17,167
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1967
SEAL COAT YEAR	----
S/N OR D	3.9
PERCENT TRUCKS--PEAK	1
V/C RATIO	0.69
CRACK/ROUGH/FINAL INDEX	4.5/2.6/3.7



MILEPOSTS	15.82 - 16.18	18.15 - 18.53	18.53 - 19.31
COUNTY	CANYON	CANYON	CANYON
URBAN AREA	NAMPA	NAMPA	NAMPA
HIGHWAY DISTRICT #	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	YES	YES
URBAN LOCATION	OUTLYNG BUS DIS	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.362	0.381	0.779
NUM OF LANES (EXISTING)	2	4	4
LANES			
WIDTH	24	48	48
MATERIAL TYPE	MIXED BITUMNOUS	MIXED BITUMNOUS	HIGH FLEXIBLE
SHOULDER			
WIDTH	4	0	0
MATERIAL TYPE	STABILIZED	CURBED	CURBED
MEDIAN WIDTH	--	--	14
PARKING	NONE	NONE	NONE
ADT (CURRENT)	13,000	22,000	21,669
ADT (FUTURE) -- 20 YEAR	18,757	40,829	40,214
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	NO	NO
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	PAVMT XTING GRVL	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1948	1968	1968
SEAL COAT YEAR	1991	----	----
S/N OR D	2.3	3.1	3.1
PERCENT TRUCKS--PEAK	4	4	4
V/C RATIO	0.45	0.37	0.36
CRACK/ROUGH/FINAL INDEX	3.0/3.2/3.1	2.8/1.9/2.4	3.5/3.4/3.5

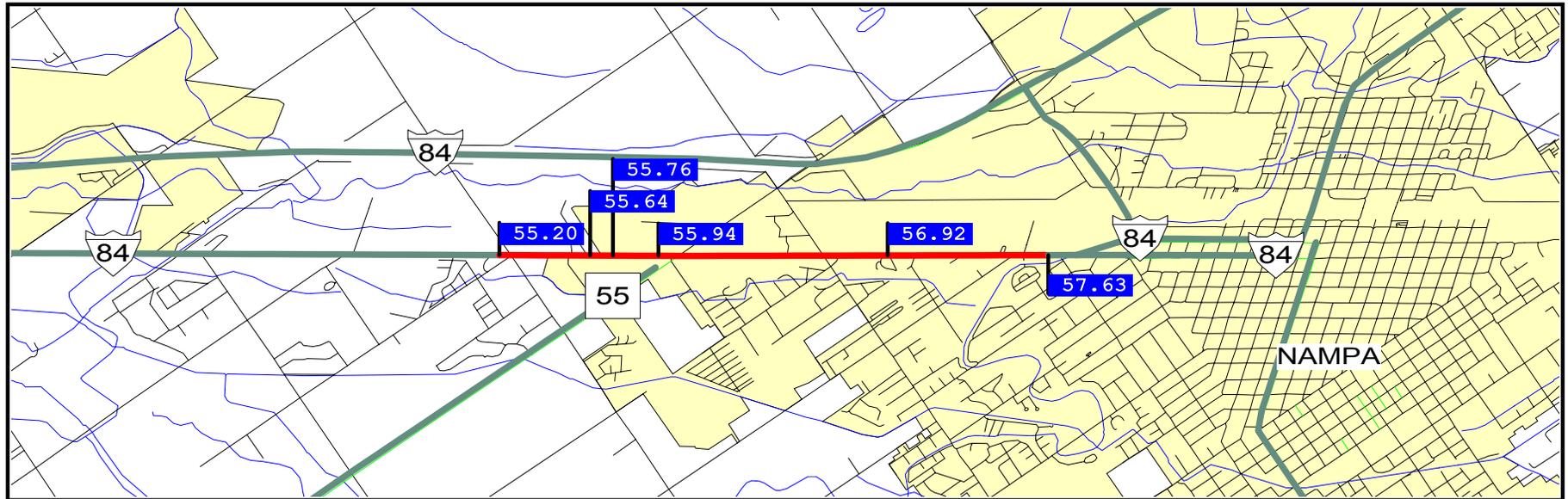
TYPE OF IMPROVEMENT	RESURFACE WITH	RESURFACE	RESURFACE
	SHLD IMPROVMENT		
YEAR OF IMPROVEMENT	2005	2004	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R		
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$17,000	\$0	\$0
FOR CONSTRUCTION	\$103,000	\$177,000	\$349,000
TOTAL	\$120,000	\$177,000	\$349,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	2	4	4

URBAN



MILEPOSTS	32.64 - 35.97	35.97 - 38.47
COUNTY	CANYON	CANYON
URBAN AREA	NAMPA	NAMPA
HIGHWAY DISTRICT #	3	3
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO
STRUCTURES	YES	YES
URBAN LOCATION	RURAL IN CHAR.	RURAL IN CHAR.
SECTION LENGTH	3.334	2.496
NUM OF LANES (EXISTING)	4	4
LANES		
WIDTH	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	10	10
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	58	58
PARKING	NONE	NONE
ADT (CURRENT)	38,129	55,058
ADT (FUTURE) -- 20 YEAR	61,511	87,958
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	HOT IN PL RECYC	COLD IN PL RECYC
YEAR OF IMPROVEMENT	1993	1997
SEAL COAT YEAR	1982	1988
S/N OR D	3.8	4.1
PERCENT TRUCKS--PEAK	11	8
V/C RATIO	0.59	0.85
CRACK/ROUGH/FINAL INDEX	2.4/3.4/2.9	2.9/3.6/3.7

TYPE OF IMPROVEMENT	RESURFACE	MAJOR-WIDENING
YEAR OF IMPROVEMENT	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	VOLUME/CAPACITY
SYSTEM DEFICIENCY:		NUMBER OF LANES
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$4,553,000
FOR CONSTRUCTION	\$1,494,000	\$3,464,000
TOTAL	\$1,494,000	\$8,017,000
ACCESS CONTROL (FUTURE)	FULL CONTROL	FULL CONTROL
NUM OF LANES (DES.)	4	8

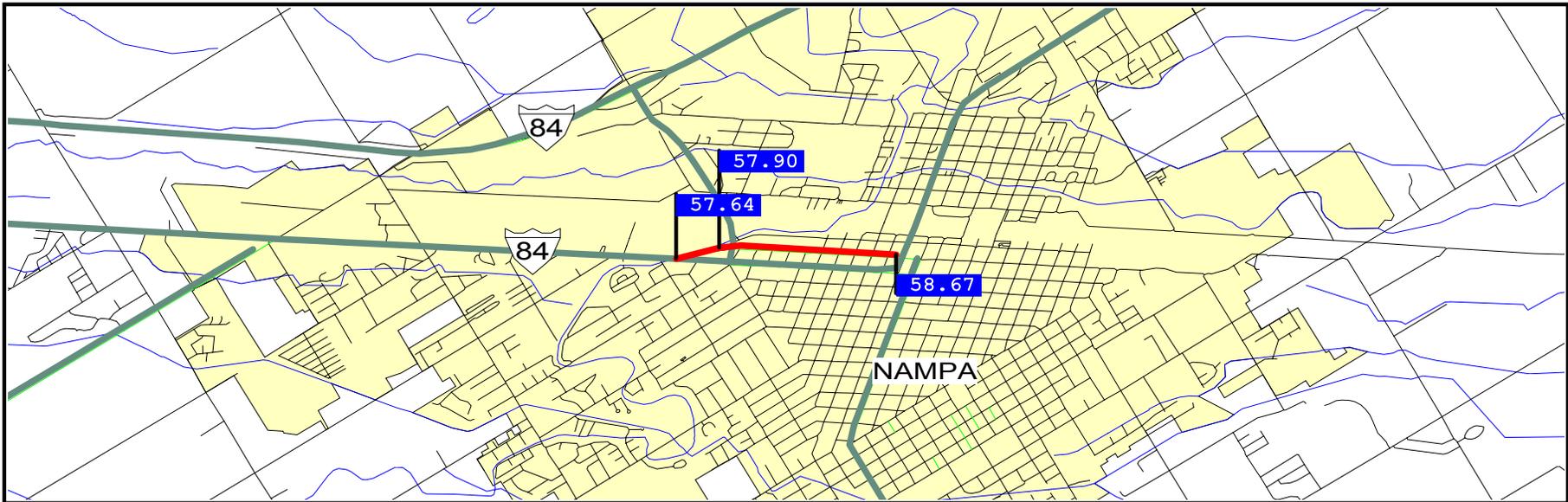


MILEPOSTS	55.20 - 55.64	55.64 - 55.75	55.76 - 55.94	55.94 - 56.92	56.92 - 57.63
COUNTY	CANYON	CANYON	CANYON	CANYON	CANYON
URBAN AREA	NAMPA	NAMPA	NAMPA	NAMPA	NAMPA
HIGHWAY DISTRICT #	3	3	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO
URBAN LOCATION	OUTLYNG BUS DIS	OUTLYNG BUS DIS	OUTLYNG BUS DIS	OUTLYNG BUS DIS	OUTLYNG BUS DIS
SECTION LENGTH	0.441	0.115	0.187	0.977	0.714
NUM OF LANES (EXISTING)	4	4	4	4	4
LANES					
WIDTH	48	48	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER					
WIDTH	0	0	0	0	0
MATERIAL TYPE	CURBED	CURBED	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--	--	--
PARKING	NONE	NONE	NONE	NONE	NONE
ADT (CURRENT)	21,152	23,000	23,000	22,800	23,574
ADT (FUTURE) -- 20 YEAR	28,209	30,674	30,674	30,407	32,002
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	ONE LANE	ONE LANE	ONE LANE	NO	NO
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLNT MIX OVLY	PLNT MIX OVLY	PLNT MIX OVLY	PLNT MIX OVLY
YEAR OF IMPROVEMENT	1997	1951	1951	1951	1951
SEAL COAT YEAR	----	----	----	----	----
S/N OR D	3.5	6.7	6.7	6.7	6.7
PERCENT TRUCKS--PEAK	5	5	5	5	4
V/C RATIO	0.66	0.38	0.39	0.64	0.66
CRACK/ROUGH/FINAL INDEX	5.0/3.7/4.4	4.0/3.1/3.6	2.2/2.9/2.5	2.0/2.3/2.1	2.0/1.6/1.8

URBAN

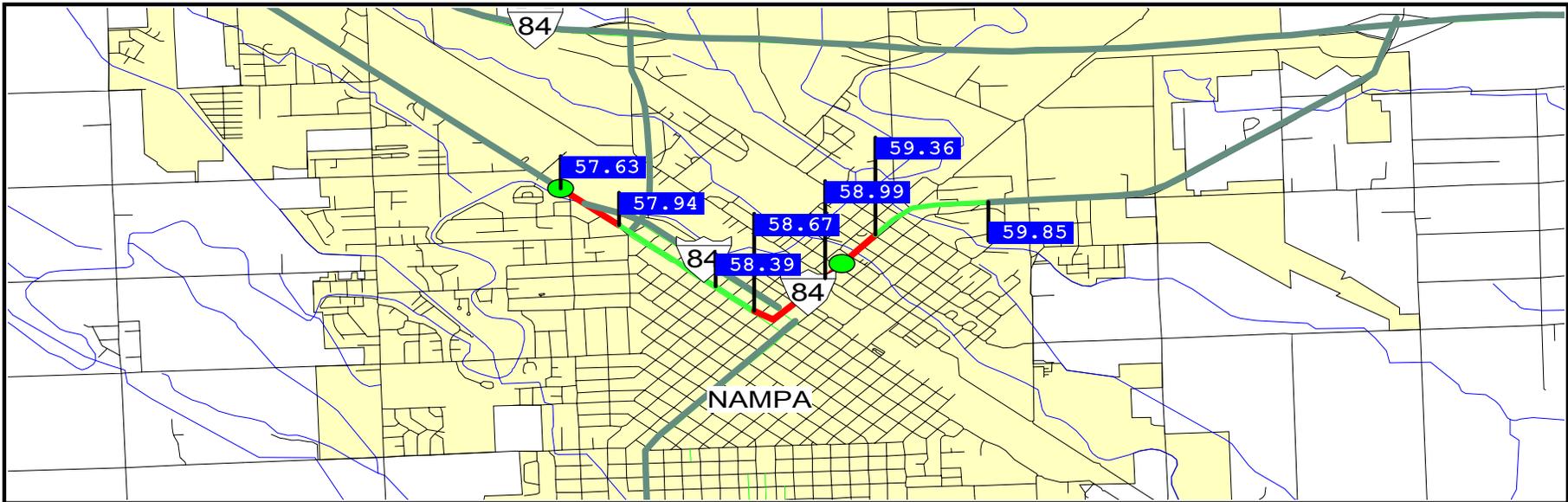
TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: COST OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE	RESURFACE	RESURFACE
	2011	2015	2003	2003	2003
	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
FOR ROW AND UTIL	\$0	\$0	\$0	\$0	\$0
FOR CONSTRUCTION	\$288,000	\$75,000	\$122,000	\$637,000	\$466,000
TOTAL	\$288,000	\$75,000	\$122,000	\$637,000	\$466,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	4	4	4	4	4

URBAN



MILEPOSTS	57.64 - 57.90	57.90 - 58.67
COUNTY	CANYON	CANYON
URBAN AREA	NAMPA	NAMPA
HIGHWAY DISTRICT #	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
URBAN LOCATION	OUTLYNG BUS DIS	CENTRAL BUS DIS
SECTION LENGTH	0.264	0.766
NUM OF LANES (EXISTING)	3	3
LANES		
WIDTH	36	36
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	NA	0
MATERIAL TYPE	CURBED	CURBED
MEDIAN WIDTH	--	--
PARKING	BOTH SIDES	NONE
ADT (CURRENT)	12,000	14,000
ADT (FUTURE) -- 20 YEAR	16,004	18,634
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLANT MIX SEAL
YEAR OF IMPROVEMENT	1972	2001
SEAL COAT YEAR	----	----
S/N OR D	3.2	3.2
PERCENT TRUCKS--PEAK	5	4
V/C RATIO	0.22	0.29
CRACK/ROUGH/FINAL INDEX	4.5/2.7/3.7	4.6/3.2/4.0

TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: COST OF IMPROVEMENT	RESURFACE	RESURFACE
	2013	2014
	PSR < RESRF-PSR	PSR < RESRF-PSR
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$129,000	\$375,000
TOTAL	\$129,000	\$375,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	3	3

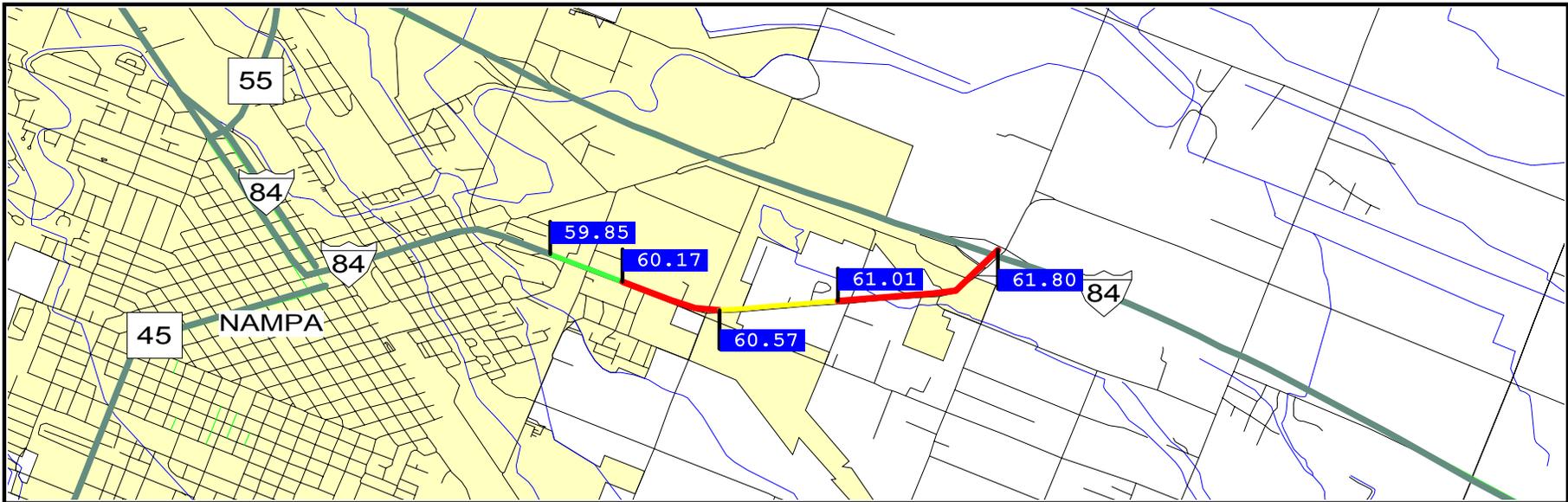


URBAN

MILEPOSTS	57.63 - 57.93	57.94 - 58.39	58.39 - 58.67	58.67 - 58.99	58.99 - 59.36	59.36 - 59.85
COUNTY	CANYON	CANYON	CANYON	CANYON	CANYON	CANYON
URBAN AREA	NAMPA	NAMPA	NAMPA	NAMPA	NAMPA	NAMPA
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	YES	NO	NO
URBAN LOCATION	OUTLYNG BUS DIS	FRINGE	CENTRAL BUS DIS	CENTRAL BUS DIS	FRINGE	OUTLYNG BUS DIS
SECTION LENGTH	0.302	0.451	0.284	0.318	0.368	0.490
NUM OF LANES (EXISTING)	3	3	3	4	4	4
LANES						
WIDTH	36	36	36	48	48	48
MATERIAL TYPE	MIXED BITUMNOUS	MIXED BITUMNOUS	MIXED BITUMNOUS	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	0	0	0	0	0	NA
MATERIAL TYPE	CURBED	CURBED	CURBED	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--	--	--	20
PARKING	NONE	NONE	NONE	NONE	NONE	BOTH SIDES
ADT (CURRENT)	17,543	11,000	12,213	19,579	21,000	18,343
ADT (FUTURE) -- 20 YEAR	25,213	14,641	16,224	25,957	27,841	24,367
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	NO	NO	NO	NO	NO	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	C.R.A.B.S.	C.R.A.B.S.	NW CONS/RCN FLX	NO INFORMATION	NO INFORMATION
YEAR OF IMPROVEMENT	1951	2001	2001	1992	2001	2001
SEAL COAT YEAR	----	----	----	1990	1990	1990
S/N OR D	6.7	7.0	7.0	2.6	3.1	3.8
PERCENT TRUCKS--PEAK	3	4	4	3	3	3
V/C RATIO	0.32	0.20	0.22	0.30	0.32	0.35
CRACK/ROUGH/FINAL INDEX	3.0/2.4/2.7	4.7/2.8/3.9	5.0/3.5/4.3	4.5/1.7/3.3	5.0/1.8/3.6	5.0/3.4/4.3

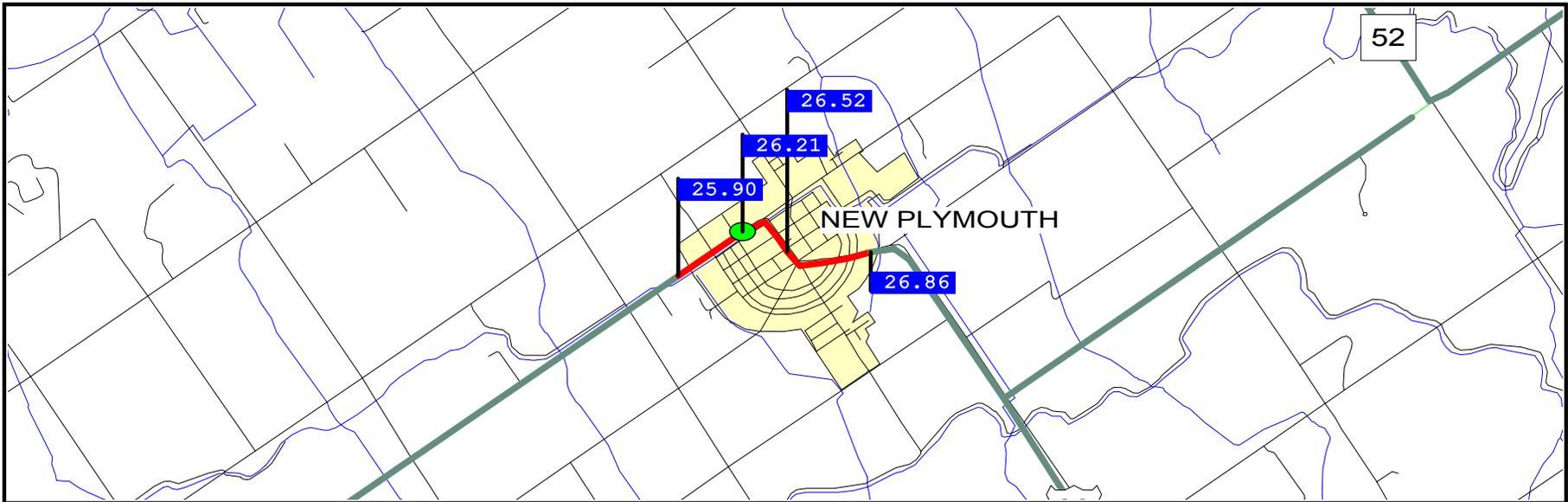
TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: COST OF IMPROVEMENT FOR ROW AND UTIL FOR CONSTRUCTION TOTAL	RESURFACE 2007	RESURFACE 2010	RESURFACE 2011
	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
	\$0	\$0	\$0
	\$148,000	\$207,000	\$240,000
	\$148,000	\$207,000	\$240,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	3	4	4

URBAN



MILEPOSTS	59.85 - 60.17	60.17 - 60.57	61.01 - 61.80
COUNTY	CANYON	CANYON	CANYON
URBAN AREA	NAMPA	NAMPA	NAMPA
HIGHWAY DISTRICT #	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	YES
URBAN LOCATION	OUTLYNG BUS DIS	OUTLYNG BUS DIS	RURAL IN CHAR.
SECTION LENGTH	0.320	0.402	0.785
NUM OF LANES (EXISTING)	4	2	2
LANES			
WIDTH	48	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	0	4	2
MATERIAL TYPE	CURBED	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--	--	--
PARKING	NONE	NONE	NONE
ADT (CURRENT)	25,000	23,681	23,410
ADT (FUTURE) -- 20 YEAR	33,145	31,396	31,037
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	ONE LANE	NO
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NO INFORMATION	REHAB & RESURF	REHAB & RESURF
YEAR OF IMPROVEMENT	2001	1990	1990
SEAL COAT YEAR	----	1988	1988
S/N OR D	3.8	4.1	2.7
PERCENT TRUCKS--PEAK	2	2	3
V/C RATIO	0.42	0.82	0.81
CRACK/ROUGH/FINAL INDEX	5.0/3.2/4.2	2.4/2.8/2.6	2.4/2.7/2.5

TYPE OF IMPROVEMENT	MINOR-WIDENING	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2006	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R
SYSTEM DEFICIENCY:	VOLUME/CAPACITY	VOLUME/CAPACITY
SYSTEM DEFICIENCY:	NUMBER OF LANES	NUMBER OF LANES
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$101,000	\$47,000
FOR CONSTRUCTION	\$230,000	\$223,000
TOTAL	\$331,000	\$270,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2

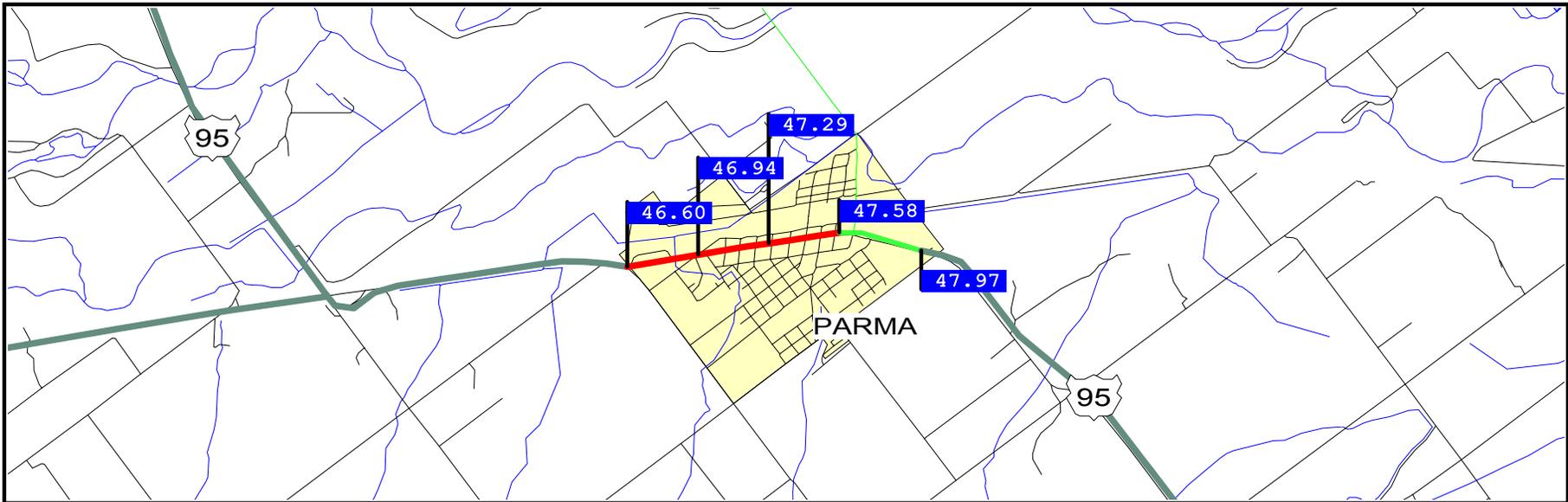


URBAN

MILEPOSTS	25.90 - 26.21	26.21 - 26.52	26.52 - 26.86
COUNTY	PAYETTE	PAYETTE	PAYETTE
URBAN AREA	NEW PLYMOUTH	NEW PLYMOUTH	NEW PLYMOUTH
HIGHWAY DISTRICT #	3	3	3
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	NO
URBAN LOCATION	RESIDENTIAL	CENTRAL BUS DIS	RESIDENTIAL
SECTION LENGTH	0.303	0.309	0.344
NUM OF LANES (EXISTING)	2	2	2
LANES			
WIDTH	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	3	NA	12
MATERIAL TYPE	COMBINATION	CURBED	EARTH
MEDIAN WIDTH	--	--	--
PARKING	NONE	BOTH SIDES	NONE
ADT (CURRENT)	3,245	4,351	3,057
ADT (FUTURE) -- 20 YEAR	4,328	5,780	4,069
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	ONE LANE	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1954	1954	1954
SEAL COAT YEAR	2002	2002	2002
S/N OR D	2.5	2.5	2.5
PERCENT TRUCKS--PEAK	5	3	4
V/C RATIO	0.11	0.18	0.10
CRACK/ROUGH/FINAL INDEX	2.1/2.5/2.3	2.0/2.1/2.0	1.9/2.4/2.1

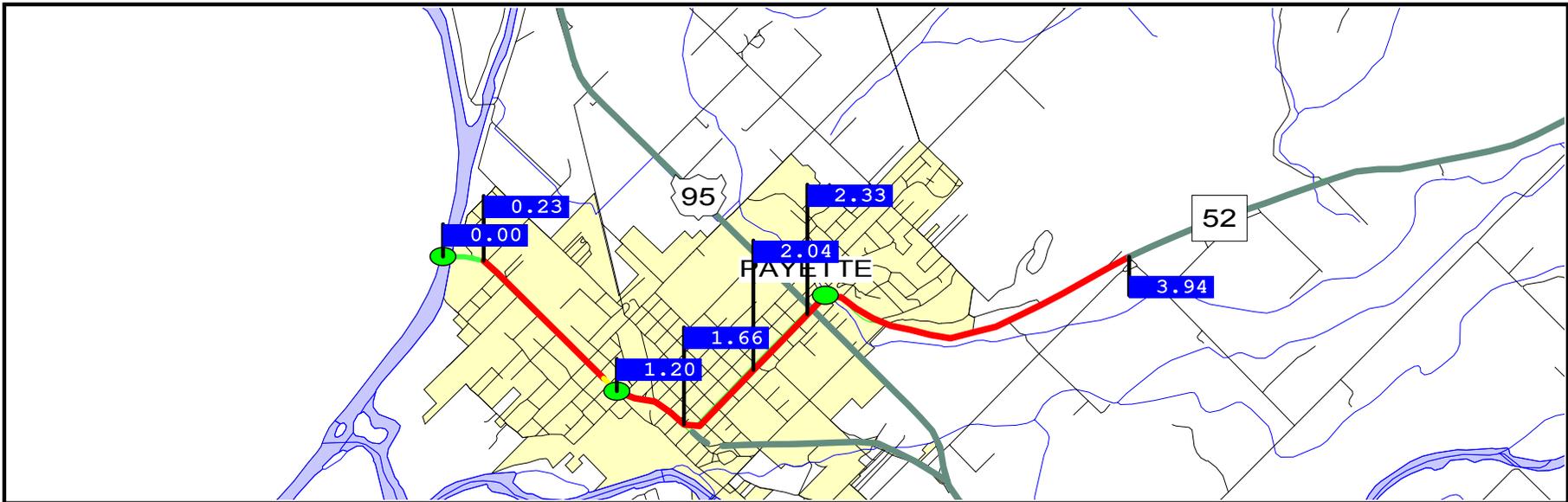
TYPE OF IMPROVEMENT	RESURFACE WITH	RESURFACE	RESURFACE
	SHLD IMPROVMENT		
YEAR OF IMPROVEMENT	2004	2004	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R		
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$18,000	\$0	\$0
FOR CONSTRUCTION	\$86,000	\$101,000	\$80,000
TOTAL	\$104,000	\$101,000	\$80,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	2	2	2

URBAN



MILEPOSTS	46.60 - 46.94	46.94 - 47.29	47.29 - 47.58	47.58 - 47.97
COUNTY	CANYON	CANYON	CANYON	CANYON
URBAN AREA	PARMA	PARMA	PARMA	PARMA
HIGHWAY DISTRICT #	3	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO
URBAN LOCATION	RESIDENTIAL	FRINGE	CENTRAL BUS DIS	RURAL IN CHAR.
SECTION LENGTH	0.340	0.352	0.285	0.391
NUM OF LANES (EXISTING)	2	2	2	2
LANES				
WIDTH	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER				
WIDTH	6	0	0	0
MATERIAL TYPE	BITUMINOUS	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--	--
PARKING	NONE	NONE	NONE	NONE
ADT (CURRENT)	6,000	6,000	6,042	4,597
ADT (FUTURE) -- 20 YEAR	9,308	9,308	9,373	7,202
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	NO	NO
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1961	1961	1961	1992
SEAL COAT YEAR	2000	2000	2000	2000
S/N OR D	2.3	2.3	2.3	5.9
PERCENT TRUCKS--PEAK	5	5	5	9
V/C RATIO	0.22	0.21	0.21	0.17
CRACK/ROUGH/FINAL INDEX	5.0/4.0/4.5	4.5/3.7/4.1	1.8/3.8/2.7	5.0/3.2/4.2

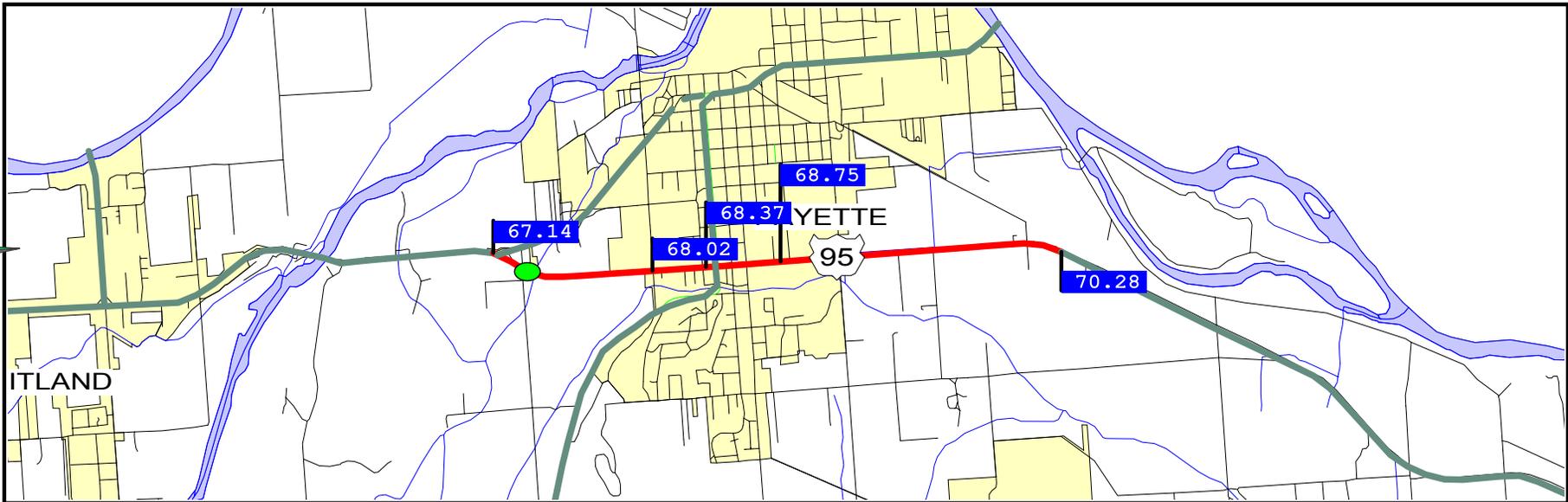
TYPE OF IMPROVEMENT	RESURFACE WITH	RESURFACE	RESURFACE
	SHLD IMPROVMENT		
YEAR OF IMPROVEMENT	2011	2010	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R		
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$20,000	\$0	\$0
FOR CONSTRUCTION	\$97,000	\$115,000	\$93,000
TOTAL	\$117,000	\$115,000	\$93,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	2	2	2



URBAN

MILEPOSTS	0.00 - 0.23	0.23 - 1.20	1.20 - 1.66	1.66 - 2.04	2.04 - 2.33	2.33 - 3.94
COUNTY	PAYETTE	PAYETTE	PAYETTE	PAYETTE	PAYETTE	PAYETTE
URBAN AREA	PAYETTE	PAYETTE	PAYETTE	PAYETTE	PAYETTE	PAYETTE
HIGHWAY DISTRICT #	3	3	3	3	3	3
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	YES	NO	NO	YES
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL	FRINGE	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.233	0.967	0.464	0.375	0.288	1.613
NUM OF LANES (EXISTING)	2	2	4	2	2	2
LANES						
WIDTH	24	24	48	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	MIXED BITUMNOUS	MIXED BITUMNOUS	MIXED BITUMNOUS
SHOULDER						
WIDTH	2	NA	0	NA	NA	1
MATERIAL TYPE	STABILIZED	CURBED	CURBED	CURBED	CURBED	EARTH
MEDIAN WIDTH	--	--	--	--	--	--
PARKING	NONE	BOTH SIDES	NONE	BOTH SIDES	BOTH SIDES	NONE
ADT (CURRENT)	3,000	5,847	6,831	1,947	2,000	1,879
ADT (FUTURE) -- 20 YEAR	3,661	7,120	8,319	2,385	2,450	2,306
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	PARTIAL LANE	TWO LANES	NO	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLY	PLNT MIX OVLY	NW CONS/RCN FLX	NW CONS/RCN FLX	PAVMT XING GRVL	COLD IN PL RECY
YEAR OF IMPROVEMENT	1993	1993	1962	1921	1937	1993
SEAL COAT YEAR	----	1963	1963	----	----	1984
S/N OR D	4.1	3.5	2.3	3.3	1.5	1.5
PERCENT TRUCKS--PEAK	3	2	2	4	5	5
V/C RATIO	0.09	0.24	0.10	0.08	0.19	0.07
CRACK/ROUGH/FINAL INDEX	4.5/1.7/3.4	3.2/2.9/3.1	2.4/2.3/2.4	2.5/2.6/2.5	2.5/3.2/2.8	2.4/2.3/2.4

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE	RESURFACE	RESURFACE WITH
	2011	2005	2007	2005	SHLD IMPROVMENT
YEAR OF IMPROVEMENT	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	2005
SYSTEM DEFICIENCY:					PSR < RESRF-PSR
SYSTEM DEFICIENCY:					SHLD WIDTH-R
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$0	\$0	\$0	\$0	\$97,000
FOR CONSTRUCTION	\$224,000	\$303,000	\$87,000	\$67,000	\$458,000
TOTAL	\$224,000	\$303,000	\$87,000	\$67,000	\$555,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	2	4	2	2	2

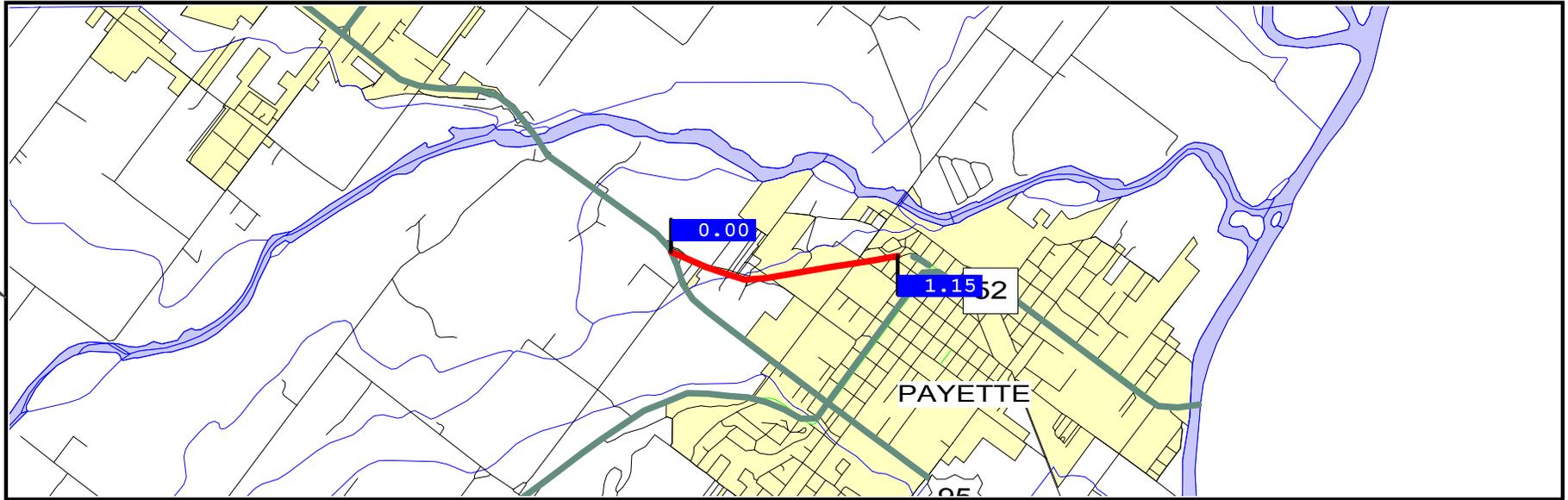


URBAN

MILEPOSTS	67.14 - 68.02	68.02 - 68.37	68.37 - 68.75	68.75 - 70.27
COUNTY	PAYETTE	PAYETTE	PAYETTE	PAYETTE
URBAN AREA	PAYETTE	PAYETTE	PAYETTE	PAYETTE
HIGHWAY DISTRICT #	3	3	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO
URBAN LOCATION	OUTLYNG BUS DIS	RESIDENTIAL	RESIDENTIAL	RURAL IN CHAR.
SECTION LENGTH	0.878	0.352	0.381	1.522
NUM OF LANES (EXISTING)	2	2	2	2
LANES				
WIDTH	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER				
WIDTH	6	5	0	6
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	CURBED	BITUMINOUS
MEDIAN WIDTH	--	--	--	--
PARKING	NONE	NONE	NONE	NONE
ADT (CURRENT)	9,363	12,151	12,443	7,482
ADT (FUTURE) -- 20 YEAR	13,483	17,463	17,883	10,817
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	ONE LANE	PARTIAL LANE	NO	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1967	1967	1967	1967
SEAL COAT YEAR	2000	2000	2000	2000
S/N OR D	3.6	3.6	3.6	3.6
PERCENT TRUCKS--PEAK	3	3	3	4
V/C RATIO	0.34	0.42	0.43	0.26
CRACK/ROUGH/FINAL INDEX	2.8/3.3/3.0	3.4/2.8/3.1	3.3/2.9/3.1	2.4/3.8/3.0

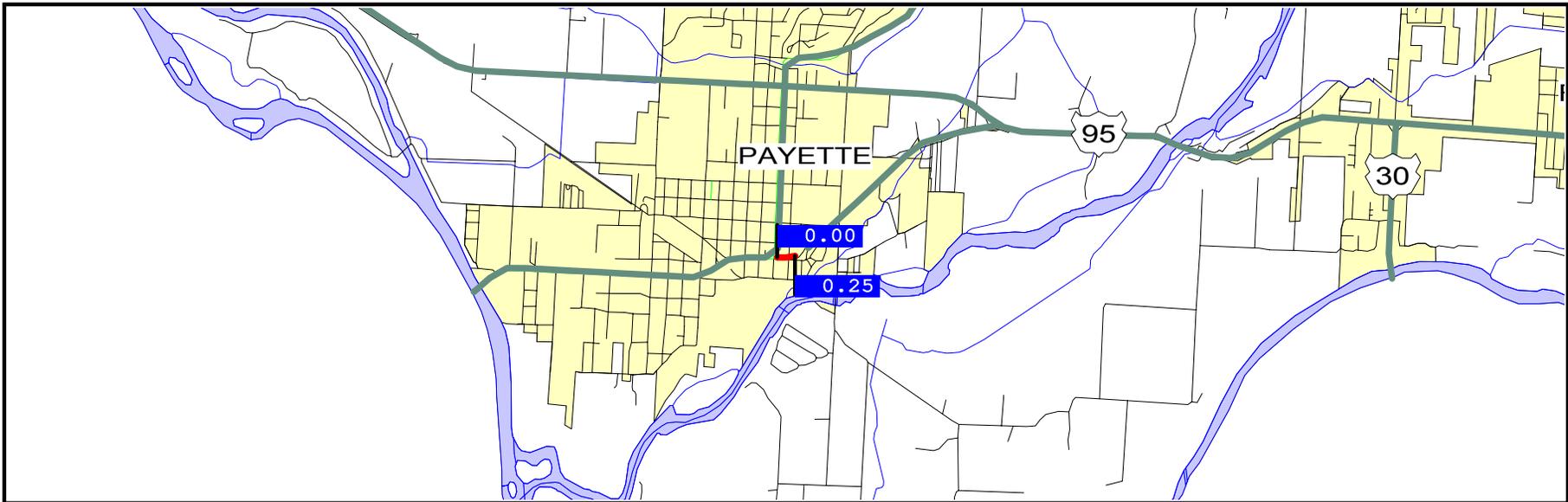
TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2005	RESURFACE WITH SHLD IMPROVMENT 2010	RESURFACE 2009	RESURFACE WITH SHLD IMPROVMENT 2003
YEAR OF IMPROVEMENT				
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R		SHLD WIDTH-R
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$40,000	\$21,000	\$0	\$91,000
FOR CONSTRUCTION	\$249,000	\$100,000	\$88,000	\$432,000
TOTAL	\$289,000	\$121,000	\$88,000	\$523,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	2	2	2	2

URBAN



MILEPOSTS	0.00 - 1.15
COUNTY	PAYETTE
URBAN AREA	PAYETTE
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	OUTLYNG BUS DIS
SECTION LENGTH	1.150
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	8,281
ADT (FUTURE) -- 20 YEAR	13,569
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1990
SEAL COAT YEAR	----
S/N OR D	2.2
PERCENT TRUCKS--PEAK	3
V/C RATIO	0.13
CRACK/ROUGH/FINAL INDEX	4.8/3.2/4.2

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2013
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$750,000
TOTAL	\$750,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL
NUM OF LANES (DES.)	4

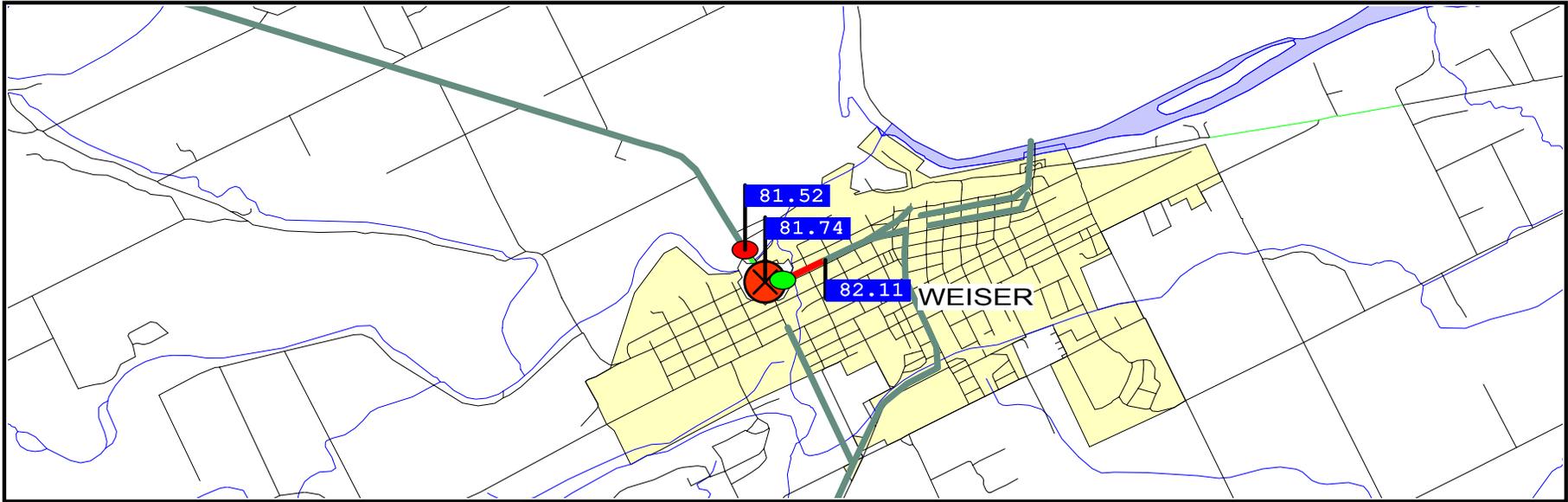


URBAN

MILEPOSTS	0.00 - 0.25
COUNTY	PAYETTE
URBAN AREA	PAYETTE
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	RESIDENTIAL
SECTION LENGTH	0.253
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	BIT-SURF-TREATD
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	4,621
ADT (FUTURE) -- 20 YEAR	7,572
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	PARTIAL LANE
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1980
SEAL COAT YEAR	----
S/N OR D	3.0
PERCENT TRUCKS--PEAK	1
V/C RATIO	0.07
CRACK/ROUGH/FINAL INDEX	2.9/3.1/3.0

TYPE OF IMPROVEMENT	PAVEMNT-RECONST
YEAR OF IMPROVEMENT	2013
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SURFACE TYPE
SYSTEM DEFICIENCY:	PSR < RECON-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$563,000
TOTAL	\$563,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	4

URBAN



MILEPOSTS	81.52 - 81.74	81.74 - 82.11
COUNTY	WASHINGTON	WASHINGTON
URBAN AREA	WEISER	WEISER
HIGHWAY DISTRICT #	3	3
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	YES	NO
STRUCTURES	YES	NO
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.223	0.364
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	5	NA
MATERIAL TYPE	STABLIZED	CURBED
MEDIAN WIDTH	--	--
PARKING	NONE	BOTH SIDES
ADT (CURRENT)	7,000	5,793
ADT (FUTURE) -- 20 YEAR	10,160	8,375
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	ROAD MIX OVLAY
YEAR OF IMPROVEMENT	1999	1948
SEAL COAT YEAR	1999	1999
S/N OR D	6.4	1.9
PERCENT TRUCKS--PEAK	6	4
V/C RATIO	0.25	0.26
CRACK/ROUGH/FINAL INDEX	5.0/1.4/3.4	2.2/2.4/2.3

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$84,000
TOTAL	\$84,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2

S T R U C T U R E I M P R O V E M E N T S

STRUCTURE REPLACEMENTS

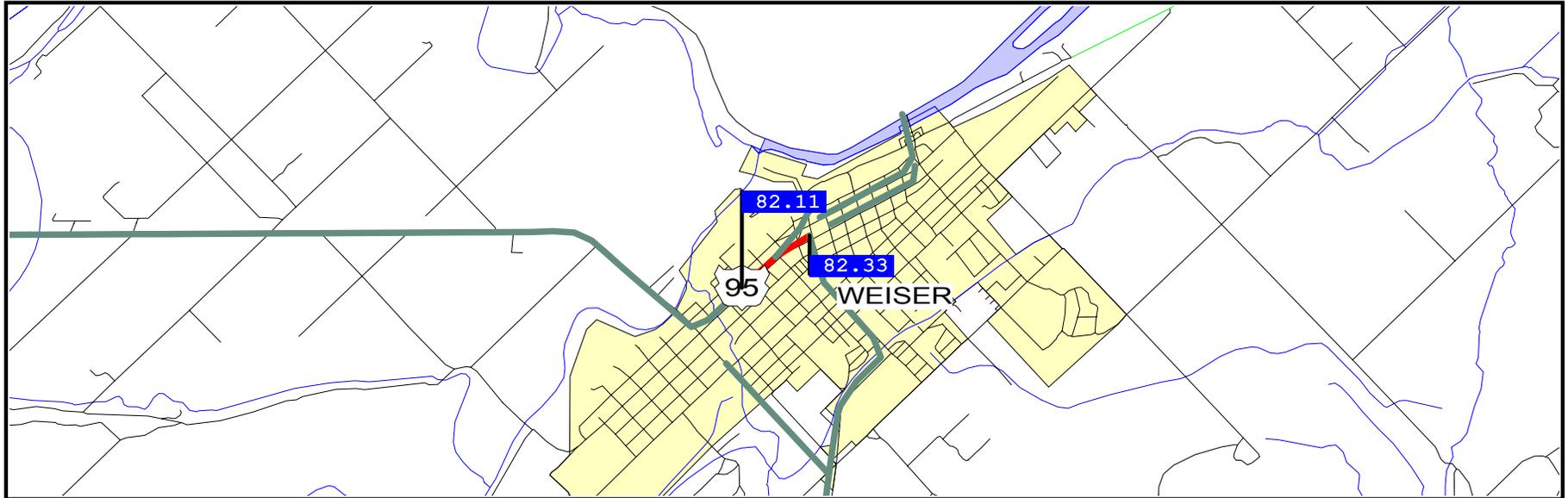
BRIDGE KEY	18125
FEATURES	WEISER RIVER
MILEPOST	81.53
SQUARE FOOTAGE	9827
PROGRAMMED YEAR	9999
SUFFICIENCY RATING	28.5
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICIENT

RR CROSSING NUMBER	813392A
TOTAL THROUGH TRAINS	1
TOT SWITCHING TRAINS	0
SPEED RANGE	3 TO 40
CROSSING SURFACE TYPE	SECTION TIMBER
TYPES OF CONTROLS	
FLASHING LIGHTS	3
CANT NOT OVR ROAD	1
MAST MOUNTED	2
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	0
SPEED SELECTION	NOT APPLICABLE

R R C R O S S I N G I M P R O V E M E N T

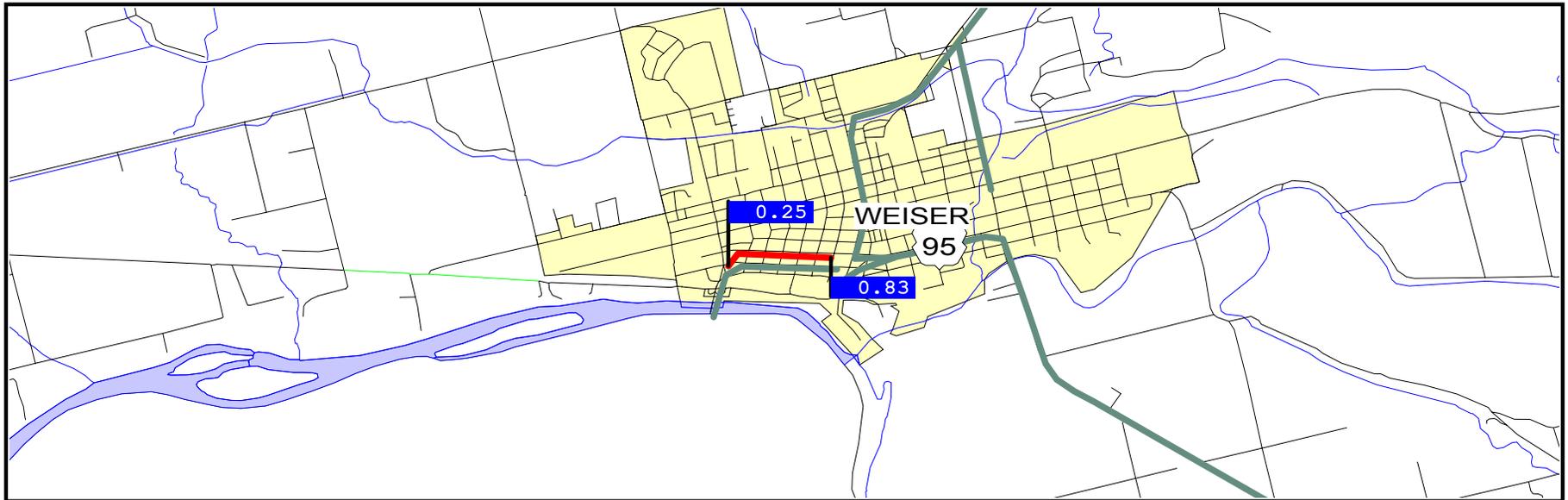
TYPE OF IMPROVEMENT	CHANGE SURFACE
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	SURFACE
COST OF IMPROVEMENT	
COST CONTROL	\$0
SURFACE	\$60,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$60,000
ADMINISTRATIVE	\$3,000
TOI CROSSING SURFACE	RUBBER

URBAN



MILEPOSTS	82.11 - 82.33
COUNTY	WASHINGTON
URBAN AREA	WEISER
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	CENTRAL BUS DIS
SECTION LENGTH	0.220
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	NA
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	BOTH SIDES
ADT (CURRENT)	4,530
ADT (FUTURE) -- 20 YEAR	6,536
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1970
SEAL COAT YEAR	----
S/N OR D	2.8
PERCENT TRUCKS--PEAK	4
V/C RATIO	0.20
CRACK/ROUGH/FINAL INDEX	2.2/2.0/2.1

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2005
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$72,000
TOTAL	\$72,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL
NUM OF LANES (DES.)	2

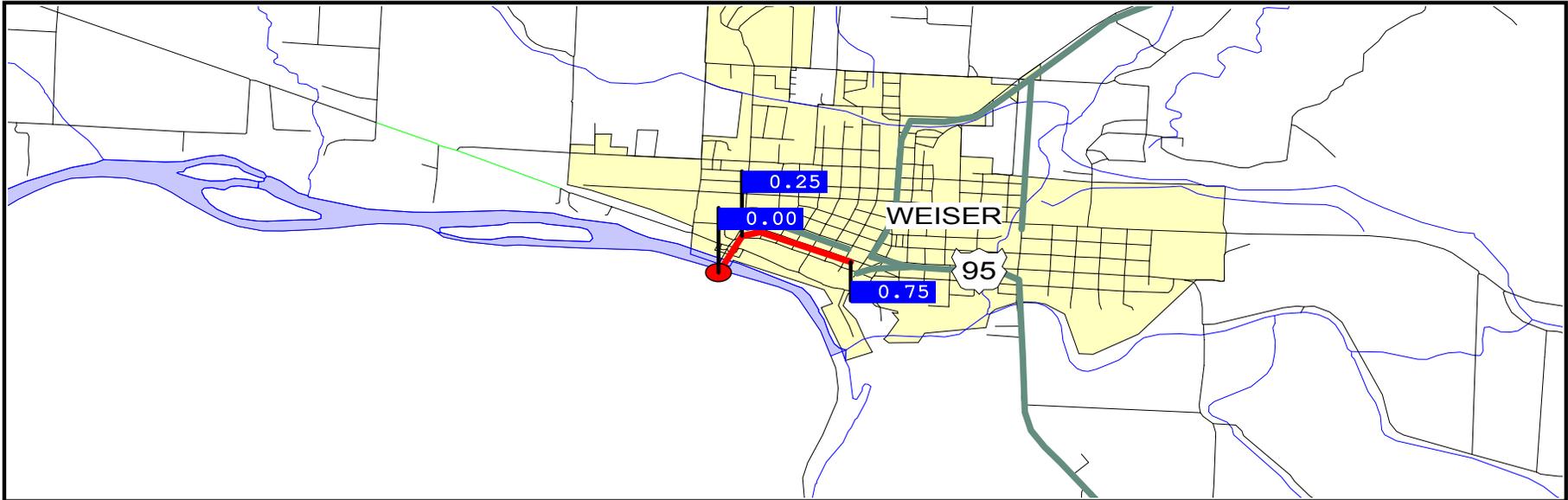


URBAN

MILEPOSTS	0.25 - 0.83
COUNTY	WASHINGTON
URBAN AREA	WEISER
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	FRINGE
SECTION LENGTH	0.585
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	NA
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	BOTH SIDES
ADT (CURRENT)	2,274
ADT (FUTURE) -- 20 YEAR	2,997
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1970
SEAL COAT YEAR	----
S/N OR D	2.8
PERCENT TRUCKS--PEAK	4
V/C RATIO	0.07
CRACK/ROUGH/FINAL INDEX	2.2/2.3/2.2

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2005
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$191,000
TOTAL	\$191,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2

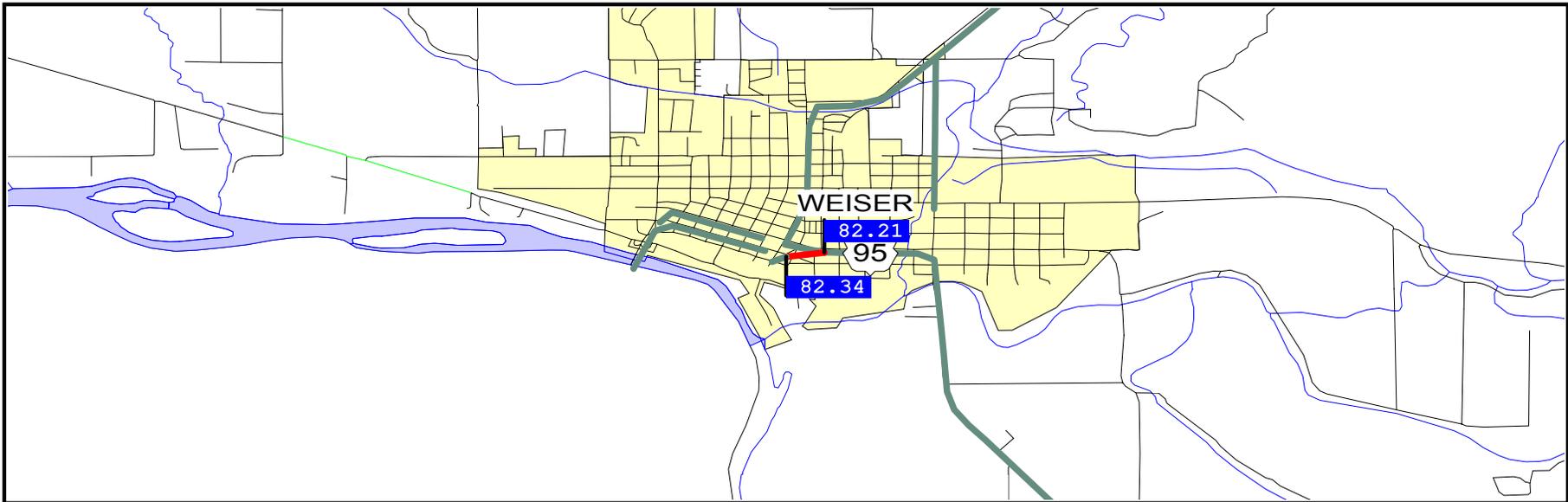
URBAN



MILEPOSTS	0.00 - 0.25	0.25 - 0.75
COUNTY	WASHINGTON	WASHINGTON
URBAN AREA	WEISER	WEISER
HIGHWAY DISTRICT #	3	3
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	YES	NO
URBAN LOCATION	RESIDENTIAL	FRINGE
SECTION LENGTH	0.245	0.502
NUM OF LANES (EXISTING)	4	2
LANES		
WIDTH	48	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	0	NA
MATERIAL TYPE	CURBED	CURBED
MEDIAN WIDTH	16	--
PARKING	NONE	BOTH SIDES
ADT (CURRENT)	3,696	2,934
ADT (FUTURE) -- 20 YEAR	4,871	3,867
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	NO	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1960	1970
SEAL COAT YEAR	----	----
S/N OR D	5.4	2.8
PERCENT TRUCKS--PEAK	5	3
V/C RATIO	0.06	0.12
CRACK/ROUGH/FINAL INDEX	1.9/1.6/1.8	2.3/2.2/2.3

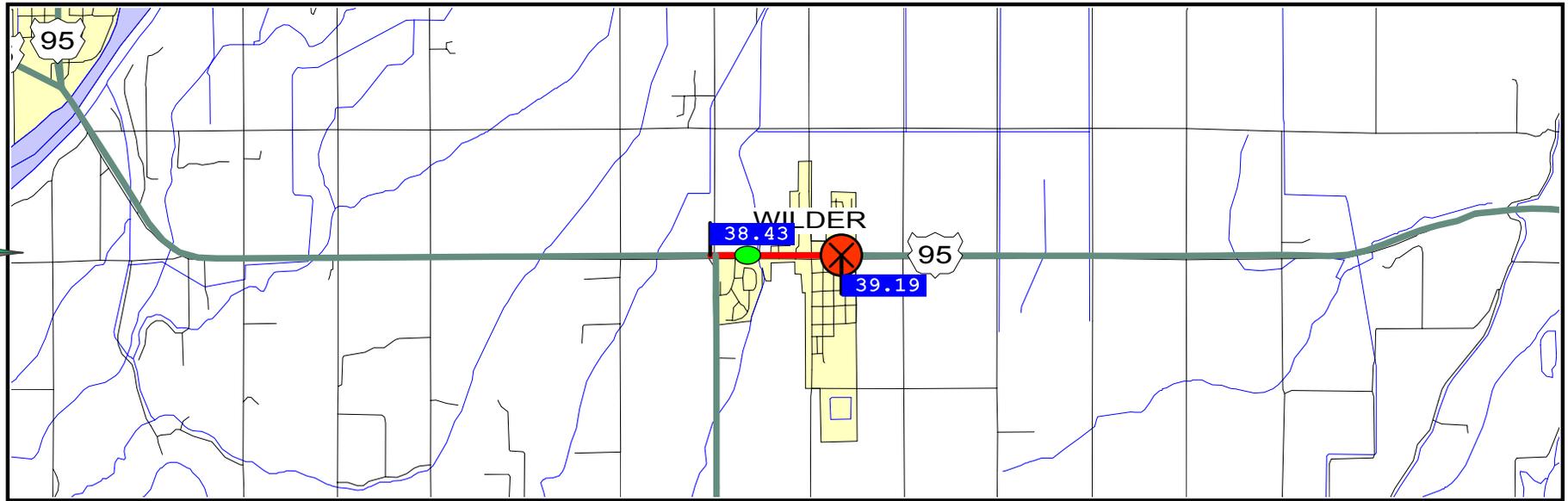
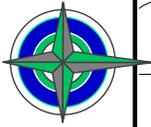
TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: COST OF IMPROVEMENT	RESURFACE	RESURFACE
	2003	2005
	PSR < RESRF-PSR	PSR < RESRF-PSR
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$110,000	\$164,000
TOTAL	\$110,000	\$164,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	4	2

URBAN



MILEPOSTS	82.21 - 82.34
COUNTY	WASHINGTON
URBAN AREA	WEISER
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	CENTRAL BUS DIS
SECTION LENGTH	0.122
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	MIXED BITUMINOUS
SHOULDER	
WIDTH	0
MATERIAL TYPE	NONE
MEDIAN WIDTH	--
PARKING	BOTH SIDES
ADT (CURRENT)	3,119
ADT (FUTURE) -- 20 YEAR	4,111
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1970
SEAL COAT YEAR	----
S/N OR D	2.8
PERCENT TRUCKS--PEAK	6
V/C RATIO	0.10
CRACK/ROUGH/FINAL INDEX	2.4/0.6/1.6

TYPE OF IMPROVEMENT	RESURFACE WITH
YEAR OF IMPROVEMENT	SHLD IMPROVMENT
SYSTEM DEFICIENCY:	2006
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHOULDER TYPE
COST OF IMPROVEMENT	SHLD WIDTH-R
FOR ROW AND UTIL	\$6,000
FOR CONSTRUCTION	\$35,000
TOTAL	\$41,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2



URBAN

MILEPOSTS	38.43 - 39.19
COUNTY	CANYON
URBAN AREA	WILDER
HIGHWAY DISTRICT #	3
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	YES
STRUCTURES	YES
URBAN LOCATION	RESIDENTIAL
SECTION LENGTH	0.757
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	NA
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	BOTH SIDES
ADT (CURRENT)	4,847
ADT (FUTURE) -- 20 YEAR	7,021
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1964
SEAL COAT YEAR	2000
S/N OR D	2.8
PERCENT TRUCKS--PEAK	5
V/C RATIO	0.09
CRACK/ROUGH/FINAL INDEX	5.0/3.4/4.3

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2014
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$351,000
TOTAL	\$351,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	4

RR CROSSING NUMBER	819679V
TOTAL THROUGH TRAINS	4
TOT SWITCHING TRAINS	0
SPEED RANGE	3 TO 25
CROSSING SURFACE TYPE	ASPHALT
TYPES OF CONTROLS	
FLASHING LIGHTS	0
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	0
SPEED SELECTION	NO

R R C R O S S I N G I M P R O V E M E N T

TYPE OF IMPROVEMENT	FLASHING LIGHTS
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	FLASHING LIGHTS
COST OF IMPROVEMENT	
COST CONTROL	\$150,000
SURFACE	\$100,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$250,000
ADMINISTRATIVE	\$12,500
TOI CROSSING SURFACE	CONCRETE SLAB